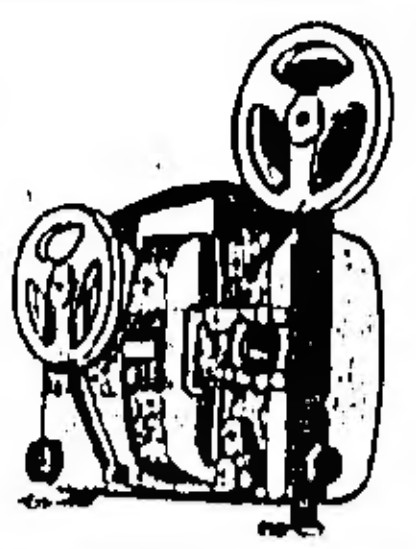


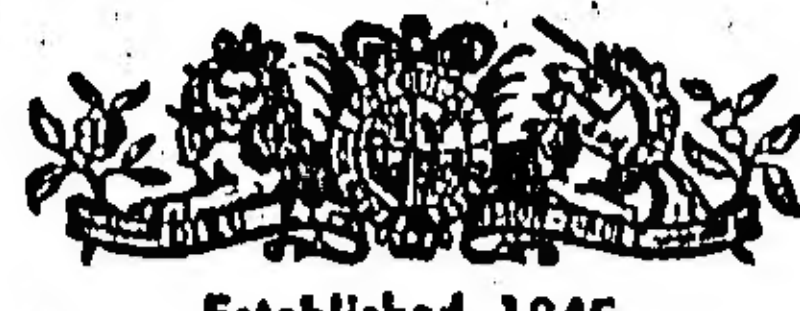
Sankyo
8-SP
PROJECTORS



THE WEATHER

Light to moderate Westerly winds becoming moderate North-easterly. Fair at first, with a risk of thundery showers developing later this evening. At 1 pm at the Observatory the temp was 85 degrees F and the relative humid 74 per cent.

CHINA



MAIL

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TUESDAY, SEPTEMBER 12, 1961.

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Comment
of the
day

LABOUR AND MANAGEMENT

It has long been felt that there are too many "splinter" trade unions in the Colony, but there is nothing to be done about it.

The movement is split by ethnic, lingual and political reasons and it is well known that the members cannot reconcile themselves to unity.

These are established facts and Government is wise not to interfere and let the unions run themselves provided that they keep within the law.

Reasonable

THERE have been few strikes or lockouts over the last year with the loss of a mere 54,002 man-days which, from all appearances, points to the fact that labour-management relations are on a fairly reasonable level.

In the main most disputes have been settled without too much trouble and the credit for this must be given to the Labour Department for its foresighted view in educating union leaders in their duties to their organisations.

There are, however, a few leaders with one-sided ideas—and that is disruption of industry for their own or political ends.

Ignorant

OTHERS are completely ignorant of their duties and responsibilities. A member of the Urban Council, Mr Li Tu-bor, at the close of the third course on trade union leadership, emphasised this point.

"Few" (leaders) he said, "take the trouble to learn" and he added that this is a great danger in Hong Kong's trade union movement.

Mr Li even went to the extent of stating that the unfortunate general conception of union leaders is that they are trouble-makers, leaders of strikes and more or less undesirable elements in the community.

Forthright

MR Li must be congratulated for his forthright statement.

The British Electrical Trades Union is one example of how trouble-makers can noble industry and it was because of the leaders' irresponsibility, the lack of interest by the rank and file, and the political leanings of the chiefs that the Trades Union Council expelled them.

If the instruction on trade union leadership has taught the chiefs the fundamental principles, then Hong Kong industry has little to fear.

However, this relatively happy position must not lead to complacency and every endeavour must be made to improve the existing amicable partnership.

Without co-operation on both sides industry and Hong Kong's economy can rapidly decline.

Russian envoy replies to Allied ambassadors WESTERN PROTEST REJECTED

Reply to Mr K's
suggestion

NEGOTIATIONS

MUST BE

'MEANINGFUL'

—U.S. State Dept

Washington, Sept. 11. The State Department today responded to Mr Nikita Khrushchev's suggestion of "businesslike" East-West talks by saying it wanted "meaningful negotiations."

Mr Joseph Reap, the Department's spokesman, said this at a press conference today in response to questions about the Soviet Prime Minister's remarks on East-West talks at Stalinsk yesterday.

Mr Reap said that Mr Khrushchev's speech in which he talked about "an encouraging glimmer of hope" for negotiations, was now being studied by the State Department.

AGENDA

Meanwhile representatives of the four main Western powers met in Washington today to draw up an agenda for the meeting of Foreign Ministers of the United States, Britain, France and West Germany scheduled to begin here on Thursday.

The three visiting Foreign Ministers are due to arrive late on Wednesday night.

The State Department said today the conference would discuss matters relating to Germany and Berlin.—Reuter.

NATIONALIST OFFICERS ON TRIAL

Taipei, Sept. 11. Four major generals were among 26 Chinese Nationalist officers arraigned today for court martial for alleged involvement in graft.

All 26 were accused of having accepted bribes in purchases of war parts.

If convicted, they are liable to be sentenced to death.—AP.

Makinen admits violation of regulations

Washington, Sept. 11. Marvin William Makinen, the 22-year-old American student jailed for eight years in Russia on spying charges, has told U.S. consular officials that he violated Soviet photographic regulations, the State Department announced today.

CHOLERA FIGURES

The cholera statistical position at 9:30 am today was as follows:
Confirmed cases to date, 125 (including 14 deaths).
Confirmed cases on danger list, nil.
Suspects under observation, 1.
Cases recovered and discharged, 44.
Carriers recovered and discharged, 45.

Contacts held in the Chatham-road quarantine centre, 38.
Contacts discharged to date, 656.

Latest move in the Berlin crisis

Berlin, Sept. 11. The Soviets tonight rejected a Western allied protest against sealing off East Berlin to prevent the flight of refugees.

Mr Mikhail Pervukhin, Soviet Ambassador to East Germany, told the Western ambassadors that East Germany could regulate its domestic affairs as it pleased. "The Soviet note was in reply to a Western protest of August 26," it was released by the East German news agency ADN.

Stress

"I can only stress, once more, that the matters on which you have turned to me are fully and completely within the competence of the German Democratic Republic," Mr Pervukhin said.

"If you have any wishes in this matter then you must take up contact with the authorities of the GDR, corresponding to normal practice."

The Soviet Ambassador accused the Western allies of increasing tension in Berlin and encouraging provocations by "demonstrative" troop transports through East Germany to Berlin and military patrols on the East-West Berlin border.

In his letter to U.S. Ambassador Walter Dooling, he said: "Therefore, I must warn you and the U.S. troop command in Berlin, with all decisiveness, against the extremely serious consequences that such provocations and the support of provocateurs by the occupation organs in West Berlin could cause."

Devote

"I hope, Mr Ambassador, that you will devote your complete attention to this statement and take the necessary steps to bring about a normal situation in West Berlin."

Similar notes were sent to the French and British Ambassadors.

The Western Ambassadors' protest concerned the East German measures of August 23, which limited foreigners, diplomats, and civilian and military members of the Allied forces to one single border crossing point, West Berliners to four points, and West Germans to two, and warned people to remain 100 metres away from the sector boundary.

The protest said: "These flagrantly illegal measures have as their purpose the sealing off of East Berlin and East Germany from the free world. They are in clear violation of the quadripartite status of Berlin."

Destroyed

Mr Pervukhin said the Western powers themselves had destroyed the occupation status by unilateral actions.

Mr Pervukhin said the four-power status of Berlin was "non-existent."

Visits to East Germany and its capital, Berlin, were regulated by the East German Government. The Western protest was an attempt to interfere in East Germany's internal affairs, he said.

In Ottawa, Mr John Diefenbaker, Canadian Prime Minister, told the House of Commons today that the times had come for the United Nations to consider "internationalising" Berlin under the world body.—UPI & Reuter.

TEAR GAS INCIDENTS

Berlin, Sept. 11. East Berlin police threw tear gas bombs at a crowd of 300 East Berliners who gathered near the former border crossing point of Invalidenstrasse tonight.

A group of about 80 West Berliners on the other side of the border started to move towards the boundary wall but were stopped by West Berlin police.

The crowd dispersed after being stopped. In another incident tonight East Berlin police threw two smoke bombs 30 yards into the American sector at Neukoenig. A truck was slightly damaged.—Reuter.

JESUIT DIES IN RED PRISON

Vatican City, Sept. 11. Father Andre Tsu, a Jesuit priest, has died in a Shanghai prison, the Roman Catholic Fides agency said here this evening.

The agency said Father Tsu was imprisoned in April, 1959, after being under house arrest. In 1957 he managed, through the intermediary of a traveller, to send an oral message to his religious superiors, assuring them of his unshakable attachment to the Church and his determination to remain faithful no matter what happened.

Father Tsu was born in 1900, became a Jesuit in 1912, and was ordained in 1921 after completing his theological studies at Hastings, in England, the agency added.—AP.

STOP PRESS

Pamela hits

Tokyo, Sept. 12. Typhoon Pamela cut destructively across central Formosa today and then headed for the China mainland with diminished winds.—UPI.

TYPHOON PAMELA MAY BRING HEATWAVE

The Royal Observatory announced today that Typhoon Pamela will bring northerly winds to Hongkong later today, but they are not expected to be strong.

However, hot air from the Mainland will reach the Colony during the afternoon, and temperatures may reach 80 degrees Fahrenheit.

There will also be a risk of local thunderstorms developing this evening.

At noon Pamela was centred near 24.5 degrees north, 119.7 degrees east, that is about 340 miles east northeast of Hongkong and was moving west northwest towards the south of Foochow at about 13 knots.

At the same time Typhoon Nancy was centred about 810 miles southeast of Okinawa and was moving northwest at about 14 knots.

Chamonix, Sept. 11. Search parties today found the bodies of three young Parisians—two youths and a girl—who died while trying to scale the 12,300-foot Aiguille de la Lex Blanche near here.—Reuter.

WORST STORM IN HISTORY OF NATION

Full fury of Carla hits the U.S.

Corpus Christi, Sept. 11. Hurricane Carla, with 150-mile-an-hour winds, smashed inland across the flood-devastated Texas coast today.

Spawning damaging tornadoes inland ahead of it, the northern edge of Carla's centre began whirling over Matagorda Island, halfway between the battered cities of Corpus Christi and Galveston. Winds rose at Matagorda to 115 miles an hour.

At one point winds were recorded at 173 miles an hour at Port Aransas, on an island across the bay from Corpus Christi. Corpus Christi declared a "limited state of emergency" to clear people off the streets. Hundreds of residents were evacuated from the central districts.

Floods

Meanwhile, the rest of the Texas and Louisiana coast tensely awaited the full fury of the hurricane, which has already driven half a million people from their homes and caused farm losses expected to run about US\$100 million.

So far only one death and a handful of injured have been reported.

But all over the region trees have been uprooted, telegraph poles flattened, houses deserted, towns and farms are standing in acres of floodwater and houses have been damaged by winds and flying debris.

Floods turned Galveston (population 67,175) into an island.

Weather bureau officials grimly warned "the worst is yet to come," as the "eye" of the hurricane, said to be the worst in the nation's history, was reported some 65 miles off the coast after moving relentlessly landwards from the Mexican Gulf at 10 miles an hour.

Texas City was under eight feet of water and the 1,000 people who remained out of a population of 35,000 were being

moved by amphibious vehicles to higher ground.

At Port Lavaca, southwest of Galveston, city officials said the winds had reached 100 mph early today and rainwater rushed like the sea down the town's deserted streets.

The Civil Defence Control Centre in Austin, Texas, estimated that nearly half a million people had fled from Carla in Texas and Louisiana.

Tornadoes spawned by the hurricane swept across southern Louisiana.

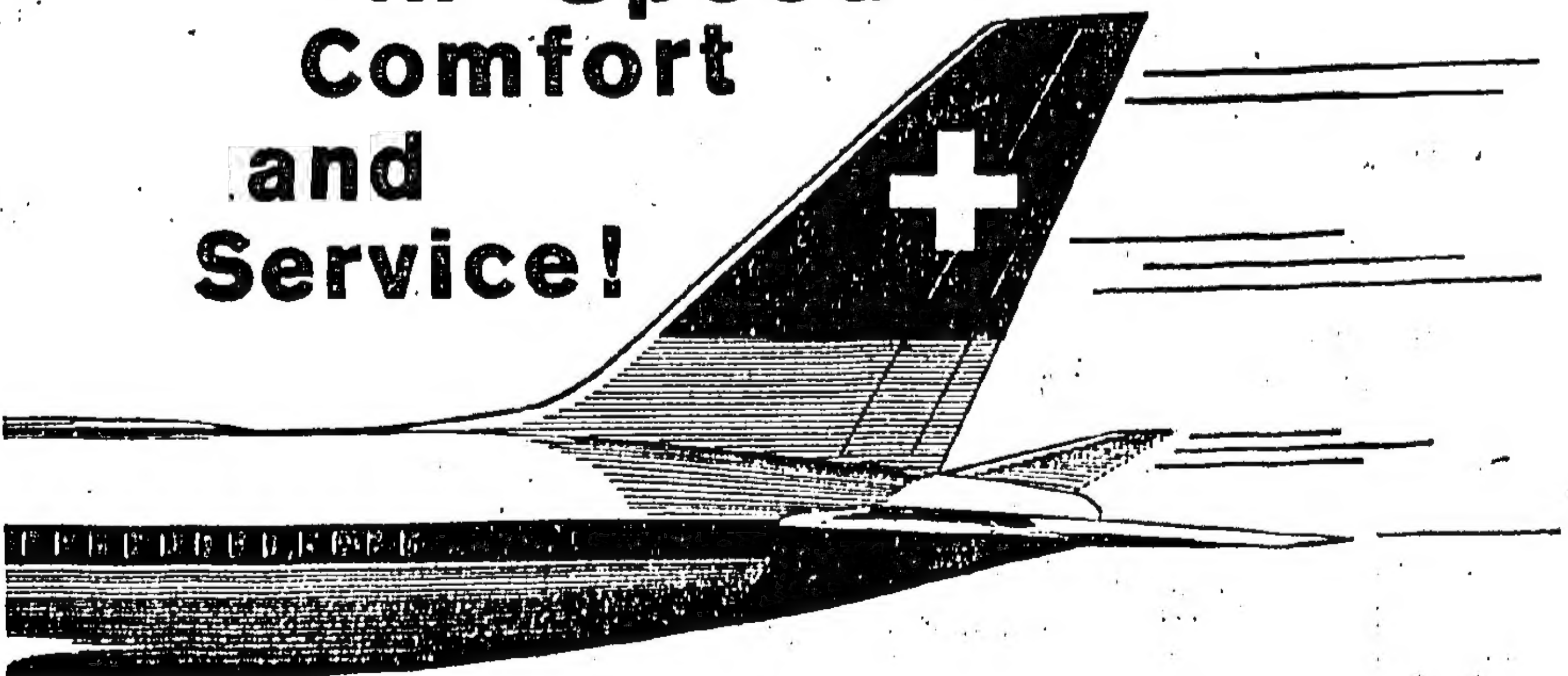
Two of them touched down in little hamlets, one injuring three people and the other smashing tiles and uprooting trees. One of which hit the town of Kaplan yesterday, killed a baby girl, injured 50 people and left more than 1,000 homeless among the wreckage of their houses.—UPI and Reuter.

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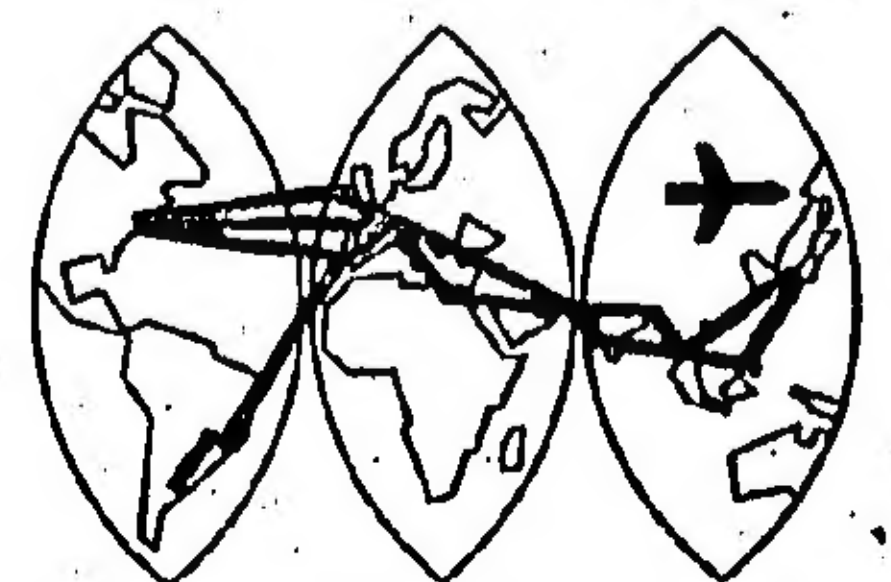
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For the South CHINA
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Special Announcements
and Classified Advertisements
as usual.

Wall Street flutter—the women have taken over!

WALL-STREET is pretty stunned. For the New York Stock Exchange has been counting up the number of women shareholders in America and discovered the terrible truth—the women have taken over.

Nearly 53 per cent of the 12,500,000 shareholders in the country today are housewives. And John Maloney, of the New York Stock Exchange, said the other day: "It's going up all the time. We might just as well jump on the band wagon—and wave our bowler hats."

Peter Evans

So starting this month the exchange is switching its advertising campaign to appeal to women.

"Who said investing was a man's world?" will be the tone of the advertisements now being placed in women's magazines.

Then—"It's a baby" screamed the fireman, and faintly as driver Bill Armstrong slammed on the brakes.

It was too late. Armstrong jumped down, weeping. Then there was a small cry—and three-year-old Susan Gron crawled from beneath the train. In a Salt Lake City hospital she was treated for a cut forehead and bruised cheek.

FROZEN Martinis on a stick have been developed by an Iowa frozen foods firm. You just ask for a Martinicicle.

PLAY it cool—stay in school. That's the slogan of a massive don't-quit-class campaign launched in New York in a desperate eve-of-term bid to cut the number of "drop-outs."

For teenage unemployment has risen alarmingly this summer, and it is feared that there will be a serious "juvenile" problem if the classroom doors aren't quickly bolted.

The \$50,000 drive, backed by New York's city council and big business, will include radio and television programmes, a jazz show at the Coliseum—New York's "Earle Court"—and the distribution of thousands of pamphlets warning teenagers against the dangers of missing a high school education.

Dr. Theodore Long, chairman of the "Play it cool" committee, said today: "More than 900,000 students dropped out of the country's schools last year, although 70 per cent had the ability to finish high school and probably go on to college."

In New York, it is estimated, 33 of every 100 pupils quit school at the earliest opportunity—16.

Says Dr. Long: "It's getting tougher and tougher for youngsters to get a job without a high school diploma."

A kid who leaves school too soon today might just as well walk straight to the unemployment counter... or the street corner."

NEW YORK STREET SCENES... children's tricycles called lot rods... men in Bermuda shorts on Fifth Avenue... Greenwich Village junk shop called "The Den of Antiquity."

Now even the bears in Yellowstone Park are carrying their own translator radios. But the grizzlies are sending, not listening. It is part of a "healing all bears" plan to keep track of them in the wilderness of Wyoming's giant National Park.

The tiny transmitters, attached to the bears' collars, send out a continuous signal over a five-mile radius.

MOST heroic dog of the year was the 54 candidate for the title.

The Manchester terrier from Miami which brought help to a sick woman alone in her house... a bound from Minnesota which led a man to a remote lake where a boy was drowning... a mongrel from Brooklyn which attacked a gun-toting intruder threatening an elderly woman.

But the winner was Duke, a five-year-old collie which tore burning clothes off a 10-year-old girl to save her life—and was badly burned itself.

Duke's reward: a gold collar.

THIS IS AMERICA

New York, Monday

Commercial: "I don't believe a word of them."

As the train roared round a bend, fireman Scott Sergeant saw a bundle on the tracks.

"Looks like a dog. I'll jump soon enough," he said. The train swung towards the bundle—100 yards... 75... 50.

The three roses? "They stand for 'I love you,'" he said.

Unfortunately the meal was preceded by a too prolonged stay in the Assyrian cocktail bar, and Sir Charles ordered, in his parade-ground voice, sheep's eyes with Arab sauce and chicken (pickled gherkins).

The guests, hearing that this delicacy was not on the menu, settled for hash Tolstoy with parsley sauce.

A delicate matter

THE refusal by the Committee of an exclusive golf-club to allow a certain stockbroker to become a member has now been explained. Said the secretary: "It is all a mistake. We thought he was an artist or writer or something."

Now we know

ASKED why so many elderly people are being knocked down by cars, an official declined the matter. When they were young, the traffic was slower, and "they have not kept pace with the increase in speed."

A run with the trash-hounds

A PATHETIC plea to the B.B.C. to play "English trash" instead of imported foreign trash raises the whole question of I don't know what.

"BISHOP" PIERCE JOHN-SON, who formed his own church in Brooklyn and claimed to be getting divine racing tips from heaven, is in a New York prison.

It is not, admitted the District Attorney, that the "Bishop" tips were bad—because they were not except when he complained the atmospheric conditions were bad.

The trouble with the "Bishop" was he tried to bribe a policeman who went to investigate one of his "services."

The policeman saw the "Bishop" wearing flowing purple robes, lie down in a coffin and go into a trance.

When he came round, he had the horse for the day—prize just five dollars (about £1 10s.) to his faithful.

Then the policeman asked the "Bishop" to accompany him to the station for further questioning. The "Bishop" became so distraught at leaving his flock that he offered the cop £200 to forget the idea.

Pleading guilty to the bribery charge, the "Bishop of Brooklyn" was sent to jail to await sentence.

The faithful—about 200 of them—were so distressed and mourned so much, the judge cleared the court.

"Amazing," he said.

—(London Express Service).

CHINA MAIL ENTERTAINMENT GUIDE

RADIO HONGKONG
(AM-360, 88.5 FM-410)
12 Noon, Music: 12.15 p.m. Midday Prayers—by Rev. P. M. Lee: 2.30, Vienna Boys Choir: 3.30, Vienna Boys Choir: 4.30, Vienna Boys Choir: 5.30, Vienna Boys Choir: 6.30, Vienna Boys Choir: 7.30, Vienna Boys Choir: 8.30, Vienna Boys Choir: 9.30, Vienna Boys Choir: 10.30, Vienna Boys Choir: 11.30, Vienna Boys Choir: 12.30, Vienna Boys Choir: 1.30, Vienna Boys Choir: 2.30, Vienna Boys Choir: 3.30, Vienna Boys Choir: 4.30, Vienna Boys Choir: 5.30, Vienna Boys Choir: 6.30, Vienna Boys Choir: 7.30, Vienna Boys Choir: 8.30, Vienna Boys Choir: 9.30, Vienna Boys Choir: 10.30, Vienna Boys Choir: 11.30, Vienna Boys Choir: 12.30, Vienna Boys Choir: 1.30, Vienna Boys Choir: 2.30, Vienna Boys Choir: 3.30, Vienna Boys Choir: 4.30, Vienna Boys Choir: 5.30, Vienna Boys Choir: 6.30, Vienna Boys Choir: 7.30, Vienna Boys Choir: 8.30, Vienna Boys Choir: 9.30, Vienna Boys Choir: 10.30, Vienna Boys Choir: 11.30, Vienna Boys Choir: 12.30, Vienna Boys Choir: 1.30, Vienna Boys Choir: 2.30, Vienna Boys Choir: 3.30, Vienna Boys Choir: 4.30, Vienna Boys Choir: 5.30, 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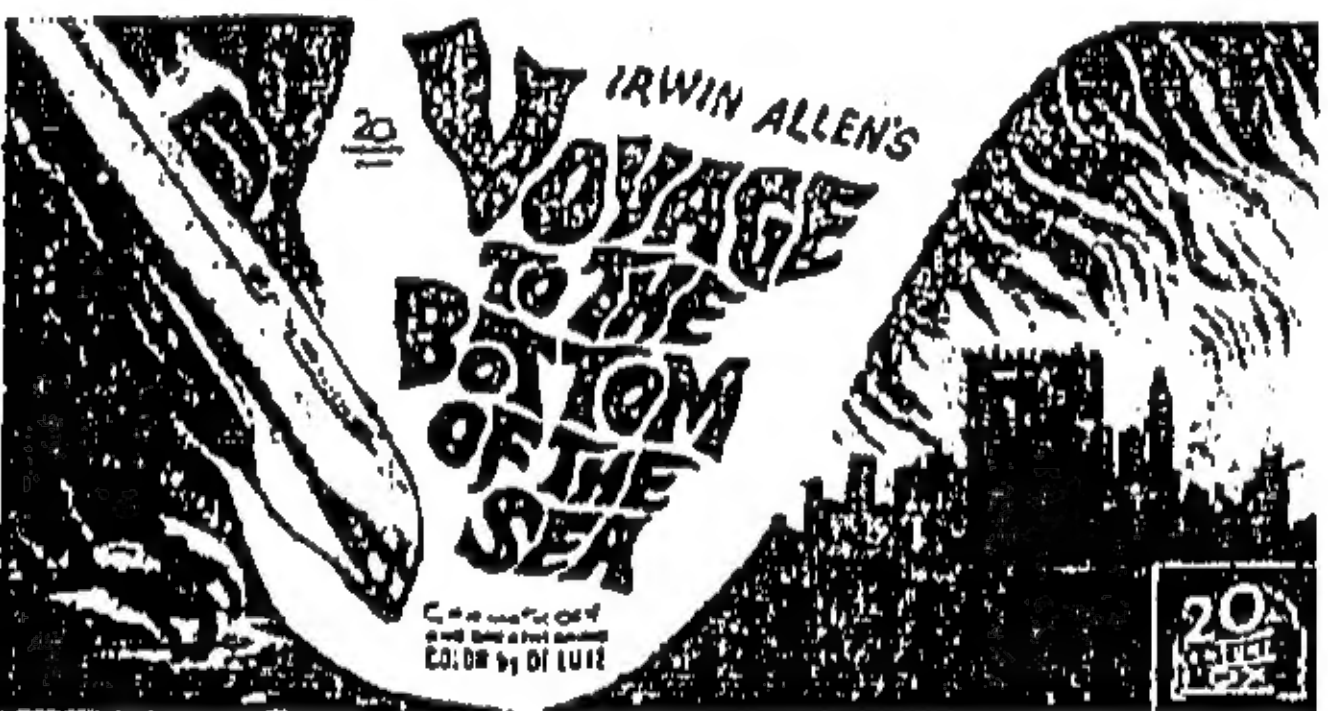
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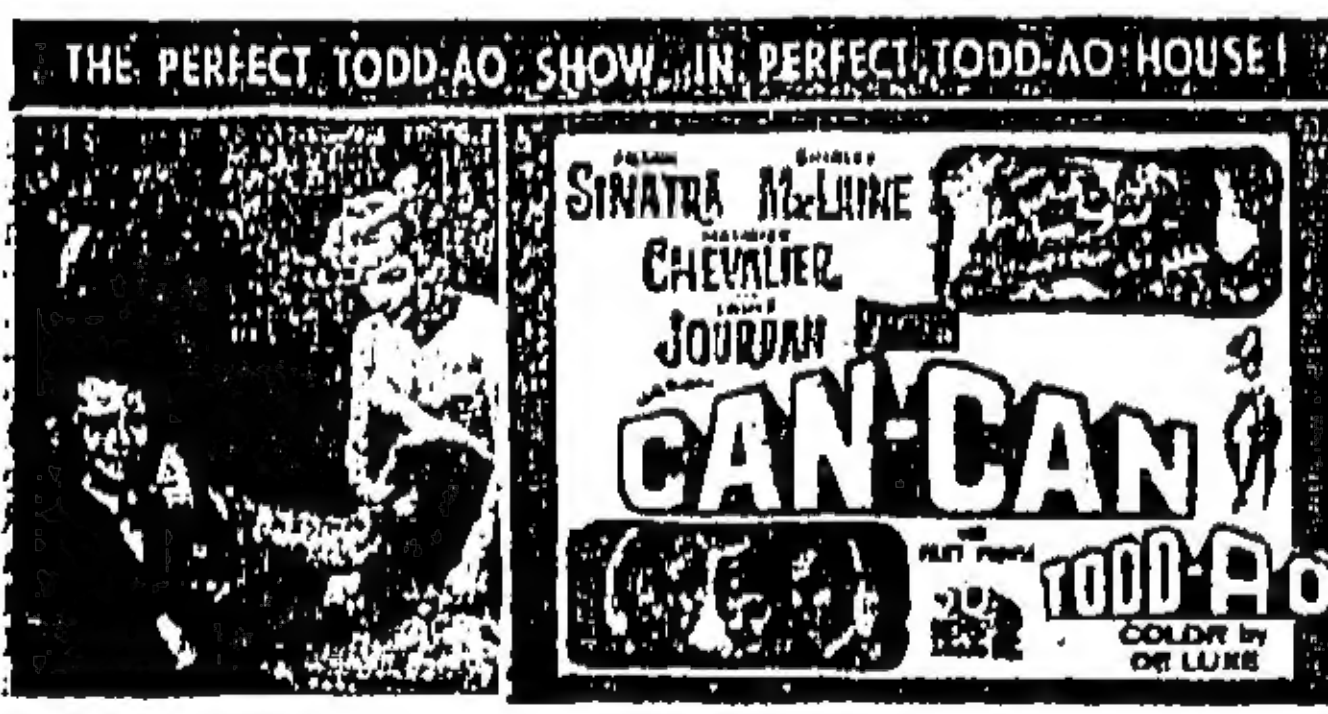
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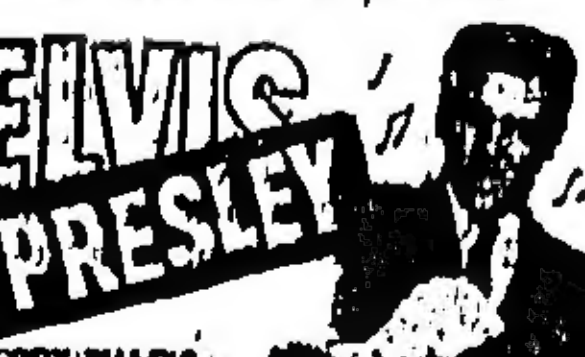
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'World will be bursting with people in 40 years time'

London, Sept. 11.
A woman doctor forecast here that within 40 years the world will be "bursting at the seams" with people.

Dr Margaret Hadley Jackson, medical officer to a hospital family planning clinic told the British Association for the Advancement of Science it had become clear that the reduction in death rates was not keeping pace with comparable falls in birth rates.

"Huge increases in population are taking place in many parts of the world and by the end of the century the total world population will probably exceed 3,000 million, and this poor planet will be bursting at the seams," she said.

Birth control

"The medical profession could hardly sit with its arms and feet for the 'big bang' she noted.

Dr Jackson thought she could say with some confidence that better birth control methods would be evolved. One the medical world was now considering was the Pincus pill. Oral contraceptives were being tested in Europe, Australia and Japan. In Britain, small carefully controlled trials had been under way for nearly two years.

She reported plenty of activity on the part of the manufacturers and plenty of voluntary eager to try out the pill—China Mail Special.

More lay-offs in UK car industry

Coventry, Sept. 11.
The Rootes Motor Group today laid off 1,500 workers here, bringing to more than 10,000 the number idle through disputes in the British car industry.

The Rootes lay-offs were caused by a dispute in a London subsidiary factory over the introduction of short-time. The stoppage has now made 3,000 Rootes workers idle.

The group warned today that 7,000 might be without work by the end of the week if the stoppage continued. More than 7,000 workers in the Midlands were still idle as a result of a shortage of car-bodies caused by a strike which ended last week at a large car-body factory.

The plant British Motor Corporation alone had 6,850 men at a standstill through the shortage, Reuters.

A protest

BINGO TAKES OVER FROM BIBLE CLASS IN CHURCH HALL

London, Sept. 11.
A Church of England Curate has closed his Church hall to a Bible class so that he can run Bingo sessions there.

The Bible reading and discussion groups had been using the hall of St. Chad's Parish Church at Kirkby near the north-west port of Liverpool for more than a year, the Sunday Express reported.

The classes were organised for members of the Orange Lodge (Northern Ireland Protestants).

'Disgraceful'

The Curate, the Reverend Peter Hiscock, said he needed the hall on Monday nights — Bible class night—to run Bingo sessions in aid of Church improvements.

The hall was not available any other night.

CAPITOL

To-day At 2.30, 5.30, 7.30 & 9.30 p.m.

JEANNE MOREAU
JEAN MARC BORY

in
"THE LOVERS"

To-morrow Morning Show At 12.30 p.m.

JEAN SIMMONS in
"YOUNG BESS"

Lord Russell and others ready to go to jail

London, Sept. 11.
Earl Bertrand Russell, the 89-year-old pacifist philosopher, and several other prominent Britons are ready to go to jail rather than promise to stop agitating against nuclear weapons, colleagues said today.

Russell and 49 other members of an anti-nuclear group known as the Committee of 100 are due to appear at Bow-street court tomorrow to face charges of disorderly behaviour at a recent demonstration.

UK smallpox suspect is cleared

London, Sept. 11.
Nineteen-year-old Andrew Brand, the British student detained in an Isolation Hospital at Dartford, Kent, as a smallpox suspect, telephoned his father yesterday to say "I am cleared."

The news was given to reporters today by his father, Mr C. Brand, who said "Andrew told me the rash and pots are an allergy."

Brand and another student—21-year-old Mervyn Jones of Swansea, South Wales, returned from a Spanish holiday last Friday.

Brand went to Ashford, Kent, Hospital because of spots on his arms and face. So did Jones. They were both detained and yesterday were transferred to the Isolation Hospital at Dartford—China Mail Special.

FARMWORKERS DEMAND

London, Sept. 11.
Britain's 600,000 farm workers will go ahead with their demand for a new pay and hours deal despite the government's pay freeze, the Labor Worker's official journal of the National Union of Agricultural Workers said today.

The union said the farm workers average weekly earnings of about £10-10s is about £4 a week less than the average in outside industries.—China Mail Special.

Cheerfully

A spokesman for the Committee of 100 told a news conference:

"Nearly all the members who have been summoned to court would prefer to go to prison rather than go free on a promise to be of good behaviour."

"There may be one or two exceptions owing to family circumstances, but most of them have come to the point where they are putting family and business considerations aside."

The spokesman—27-year-old Michael Randle, who is among those charged—added cheerfully:

"We understand that the magistrate cannot fine us if we refuse to guarantee our behaviour. He must sentence us to prison for a maximum of six months."

Police watch

Meanwhile, members of the Committee of 100 claimed today some supporters were under police surveillance.

Mr George Clark, Chief Marshal of the Committee, told a press conference: "My impression is that pressure is being brought upon us by police all over the country. It is being done in a variety of ways. Homes of supporters have been visited, telephones have been tapped."

"The idea seems to be to intimidate our supporters."

Mr Clark said that whatever happened, the movement did not propose to go underground.

He added: "The police seem to be organising a movement which seems contrary to the best traditions of freedom and democracy, with the connivance of the government, but we will continue to work in the open."

"The government is embarking on a course of action which we regard as immoral, that on the grounds of conscience we consider ourselves justified in breaking the law."—AP and Reuters.

Macmillan studies Berlin situation

London, Sept. 11.
Mr Macmillan, the Prime Minister, returned to London today from a sporting holiday in Scotland and gave his immediate attention to the situation in Berlin.

Full reports of the latest moves were on his desk at Admiralty House, his temporary official residence.

This subject was fully discussed at a Cabinet meeting last week when the Prime Minister broke his holiday to attend.

UNALTERED

It is understood the decision which was reached then remains unaltered—to remain calm and firm and in the meantime to neglect no opportunity of reducing tension between East and West.

Lord Home, the Foreign Secretary, will leave London for Washington on Wednesday for a conference with his American, French and West German colleagues.

Before his departure it is almost certain he will have last minute talks with Mr Macmillan.

Informed sources here believe an attempt will be made to formulate new ideas to reduce East-West "tension"—Reuters.

'Work-to-rule' call gets support

London, Sept. 11.
Britain's Civil Service Union claimed today 90 per cent support for a "work-to-rule" call they made to 2,000 government-employed telephonists over pay and status.

The four government departments involved—the Aviation Ministry, Admiralty, War Office and Air Ministry—reported normal working.

But a Civil Service Union spokesman said "everything is being slowed down."

Nine airports

Nine airports were affected though telephone calls at Gatwick and London airports, the two big civil airports serving the capital, were not affected. The government-employed telephonists—classified as "industrial" workers—want a transfer to non-industrial status. This would mean increases of about £4 a week for the women and about £3 a week for the men.—China Mail Special.

HOOVER GALA

SHOWING TO-DAY
AT 2.30, 5.15, 7.30 and 9.45 P.M.

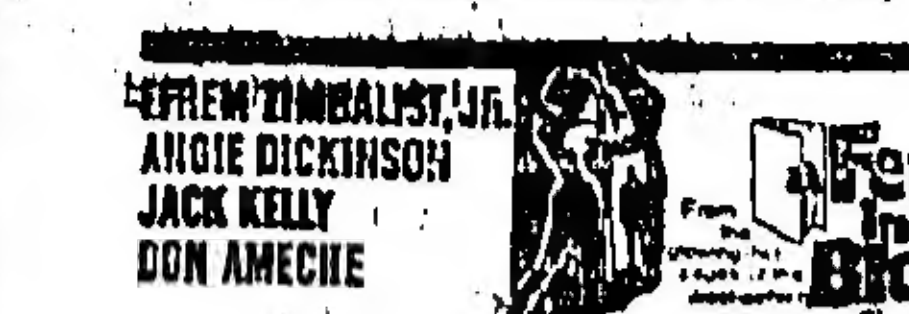
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The Sex-Kitten in Her Top Acting Performance!



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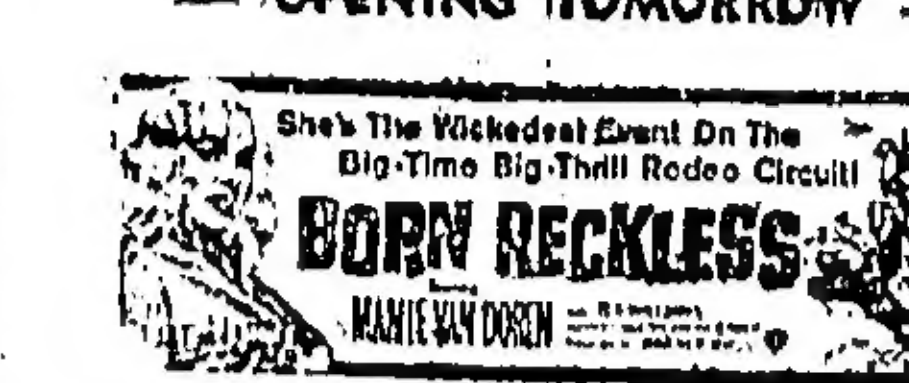
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The trials and tribulations of a prime minister

Mr Macmillan is told: 'You are a national disaster'

THE British Parliament has risen for the long vacation and the MP's have scattered to their constituencies or gone abroad to soothe their nerves and to seek tranquillity in the hills or lakes or by the sea.

Harold Macmillan is joining in shoots and also seeking solace in the books that abound in his library, but every day the despatches from Whitehall will be sent to him.

For him there is no rest but at least he will not have to face the ordeal of a Parliament which seems to have temporarily lost its dignity and at times even its basic decency.

In the final debate, before Parliament adjourned for the summer recess, there were scenes that made one wonder if democracy is the rule of the people or the rule of the mob.

The kill

One of the last debates of the session was on the economic situation of the nation, and the Socialists went full out for the kill. Hugh Gaitskell, the Leader of the Opposition, is normally courteous and is not without a pleasant charm, but in his speech, on this occasion he seemed determined to rival the wild men behind him who were shouting for Macmillan's head on a platter.

"The Prime Minister" he sneered "is a splendid showman, but when the showman is shown up, the play is over, illusion is shattered, and it is time for the players to depart."

Whereupon a Socialist MP pointed at Macmillan and shouted: "For God's sake go!" Pandemonium broke out with insults being hurled from both sides. In fact it reached such an uproar that Mr Speaker intervened. With his suave calm voice he said: "Order! Order!" as if we were unruly urchins out of hand.

Laughter

The House momentarily calmed down, whereupon Mr Speaker smilingly remarked: "I cannot hear the jokes!" Whereupon both sides broke into a roar of laughter.

"I would venture to remark, perhaps rashly," said Mr Speaker, "that the House would be a poorer place if somebody did not show sometimes, but really if there is so much noise that we cannot debate, I doubt whether we serve our own interest."

I have given you this picture of the closing scenes of Parliament before the long summer recess, not as a normal procedure but rather to show the strain which is placed upon the man who leads a Government under democracy.

Certainly it is the duty of the Opposition to oppose, but when opposition becomes purely destructive, and shouting displaces argument, then one wonders if Parliamentary democracy is really the highest expression of a free society.

Incident

Yet the most dramatic and unexpected incident in the closing hours of the session happened a couple of days later when Mr Macmillan opened a two days' debate on whether Great Britain should join the Common Market in Europe.

One does not need to be a dramatist or a trained politician to realise how delicate and how difficult is the role of Mr Macmillan. It is true that there is Cabinet responsibility but the ultimate decision, right or wrong, must finally rest on the Prime Minister alone.

It is not as if Macmillan has lived all his life in Britain. After being three times wounded in the 1914 war while serving with the Grenadier Guards he turned to more peaceful activities and was sent to Ottawa as ADC to the Duke of Devonshire

who was Canadian Governor-General.

In the established tradition Macmillan married the Duke's daughter, and thus we have had the unusual spectacle of "Winston" Macmillan being married to Lady Dorothy Macmillan. However when Mr Macmillan retires from politics he will be given an Earldom which will balance the title problem.

Melodrama

I have given you this picture so that you will understand the suppressed excitement at Westminster when, it was announced that the House of Commons would debate whether or not Britain should join the Common Market. It is not my intention to do propaganda either way but rather to describe the sudden drama—and almost melodrama.

Mr Macmillan took upon himself the task of opening the debate in the Commons and needless to say the House was crowded to its deepest density. Would the Prime Minister take the plunge and declare that Britain would make common cause with the Common Market?

Very wisely Macmillan balanced the arguments but undoubtedly the trend of his speech was that he would explore every avenue and he had little doubt that the United Kingdom would reach an agreement with the existing members of the Common Market.

In favour

Very cautiously Mr Macmillan felt his way in the opening minutes of his speech. He dealt with the various points that had been raised by Hugh Gaitskell, the Leader of the Opposition.

Skillfully and patiently Macmillan gave the impression that he was in favour of Britain joining the West European community yet he was fully aware of Britain's duty to the Commonwealth.

Whips on?

Quietly, and rather slowly, the Prime Minister massed his points which had the appearance of an open mind. His manner and his choice of words gave the impression that he was

keeping an open mind although he had every intention of leading Britain into the arms of the Common Market.

Then with his voice rising to express authority he said: "It may be that the negotiations will fail to the ground within a few weeks. There will be very grave effects for the life of Europe if that happens. It may be that it will proceed in a very detailed way, over a great number of details, commodity by commodity. Then it will be put to Parliament."

"With the whips on?" shouted the Specialists. In other words would it be a free vote or would the party discipline be in force? Slowly, but with obvious determination, the Prime Minister declared that it would be his duty to advise Her Majesty to confirm that the opinion of Parliament would be a matter for the Government to decide.

Incredible

It could have been worded with more subtlety. It could have been expressed with less bluntness. What Macmillan had said in effect was that the decision would be made by the Government supporters trooping through the voting lobby. And then the incredible happened.

We have in our Tory ranks a competent youngish business man, named Anthony Fell, who emigrated in reverse—that is he emigrated from New Zealand to England.

He has been a good member of the Commons without ever making the chancelliers tremble.

And suddenly he leapt to his feet, white with anger, and pointing at the Prime Minister he shouted: "Is the Prime Minister aware that he has made a shocking statement full of

political double-talk? (Shouts of "nonsense!") Whereupon Mr Fell declared that he once admired Macmillan but now regarded him as a national disaster.

Somewhat startled the Prime Minister rose to intervene but Mr Fell refused to give way. "No!" he shouted. "I can be told to sit down by Mr Speaker, but I cannot be told to sit down by the Prime Minister." And thus he concluded his intervention.

Looking on the scene I thought of the Prime Ministers who have held supreme office in the twenty-six years that I have been a member of Parliament and also in the years before when I was the editor of the Sunday Express and then the Editor of the Daily Express.

Condemned

I can remember when Ramsay MacDonald, as the emergency Premier in the late 1920s was shouted down in the Commons with cries of: "For God's sake go!"

I can remember when Neville Chamberlain was cheered to the echo when he came back from Munich with the Hitler meeting—and how he was condemned later on for what he did. I can remember when Churchill was so disregarded that no one wanted him as a writer or as a politician.

Now the pack is howling as they smell the scent. Macmillan is facing hard months ahead.

As for Anthony Fell? He has chosen a lonely path in the precincts of Westminster. It takes courage to be a rebel, for when he walks on the Terrace, the very river will seem indifferent to him as it winds its way to the sea.

Sir Beverley Baxter's LONDON LETTER



"No, that's not it, Charlie. Apart from its inferior brushwork, it ain't got that translucent gaiety with the deep tonal qualities."

London Express Service.

THE Hon. WILLIAM BUCHAN FOLLOWS IN FATHER'S 39 STEPS

ON an August day 47 years ago a major literary event took place during a family holiday at Broadstairs. The father of the family, a successful barrister, was suddenly doubled up with violent ulcer pains.

Not a common prelude to literary inspiration you may think. But this was not a common sort of ulcer victim.

Recovering in bed he soon tired of gazing out at the sky through the boarding-house window. He had often complained that thriller writers never took enough trouble over making their books really intelligent and convincing. He decided to write one himself.

In bed he took some paper and wrote: "I returned from the City about three o'clock on that May afternoon pretty well disgusted with life. I had been three months in the Old Country and was fed up with it. Can you identify the novel from that? Even if not, you will certainly recognise its title. The author's wife had relatives staying in Broadstairs who had access down some rickety wooden steps to a private beach. Thinking of his children playing on that beach while he wrote, the barrister called his book: THE THIRTY-NINE STEPS.

No decline

You can see why I call that a major event. It is 21 years since—as Governor-General of Canada, with the title Lord

August, another Buchan event took place. It was a double event.

On that day Buchan's THE DANCING FLOOR (Hodder, 2s. 6d.) appeared as a paperback.

This novel—with its wild semi-Greek heroine and a plot centred round a mysterious and nasty cult sacrifice on a modern Greek island—is notable for having more sex-interest than the rest of Buchan's two or three dozen books put together.

The heroes of other Buchan books take cold baths and confine their admiration of women to such points as robust health, fine stride, and clean, boyish good looks.

"God, she's a miler!" cries one Buchan hero in delight when a lady named Saskia hares away from her vile Bolshevik pursuers.

Another Buchan hero falls in love with a girl when he saw how she handled a stampede of horses. Another picks a wife who was a noted walker and "famous for her wind."

But, despite the distinction of The Dancing Floor in this respect, its release on Thursday is far less intriguing than the appearance of an entirely new Buchan thriller. Its title: HELEN ALL ALONE (Duckworth, 15s.). Its author: the Hon. William Buchan, second son of John Buchan.

His first

William Buchan, who runs a public relations firm, has written an earlier novel and a book of verse. But this is his first Secret Service novel in the true Buchan tradition.

It is also, so far as I know, the first Secret Service novel by any author, living or dead, with a woman for its central character.

It impressed me so much that I sought out its author at his Pall Mall club, the Travellers.

William Buchan was born in 1910. But his face is still boyish.

While we drank tea and munched tea-cakes he talked about life in the Buchan household.

His mother is a Grosvenor, a close relation of the Duke of Westminster. William Buchan told me:—

"Of course, my father and my mother came from entirely different backgrounds. Even as children we noticed the contrast clearly.

Wild stories

"My father came from a Presbyterian manse—his mother's family were sheep farmers at a time in Scotland when sheep farming must have been tough. When he first won a scholarship to Oxford he was so poor he could not afford to dine in the college hall."

"Mind you, it was the difference in attitude rather than

wealth that we noticed. My mother's family were terribly easy-going and sophisticated. We were all much more in awe of our grandmother on our father's side.

"She was an amazing woman. Although she could be very stern, I can remember her telling us weird and wild folk stories while we lay in bed. Of course there was always that mixture about my father too. He was a romantic with an intense self-discipline. He was a great walker. One hot summer day he walked 60 miles.

"He would read his thrillers to us in the evenings while he was at work on them. We used to sit round the fire with my mother at our house in Oxfordshire while he read.

"He made no fuss about writing. We could run in and out while he worked. And he was always ready to stop and help us as soon as we started writing for ourselves. We were all writers, of course. My mother still writes. Her next novel is coming out at the end of the year. She has read through my novel and helped me with her criticisms."

They forget

Why has William Buchan decided to write a Buchan thriller at the age of 45? He said:—

"You know, if you have a fancy title everybody thinks you must be rich too. My father used to call 'Honourable' an eighteenth-century vulgarism—but he saddled me with it. Then, of course, people remember that I'm related to the Grosvenors. What they forget is that my mother is the daughter of a third son—and that third son's father was a second son. I tell you, I need the money from this book. If I am to have any money, it's simply got to do well."

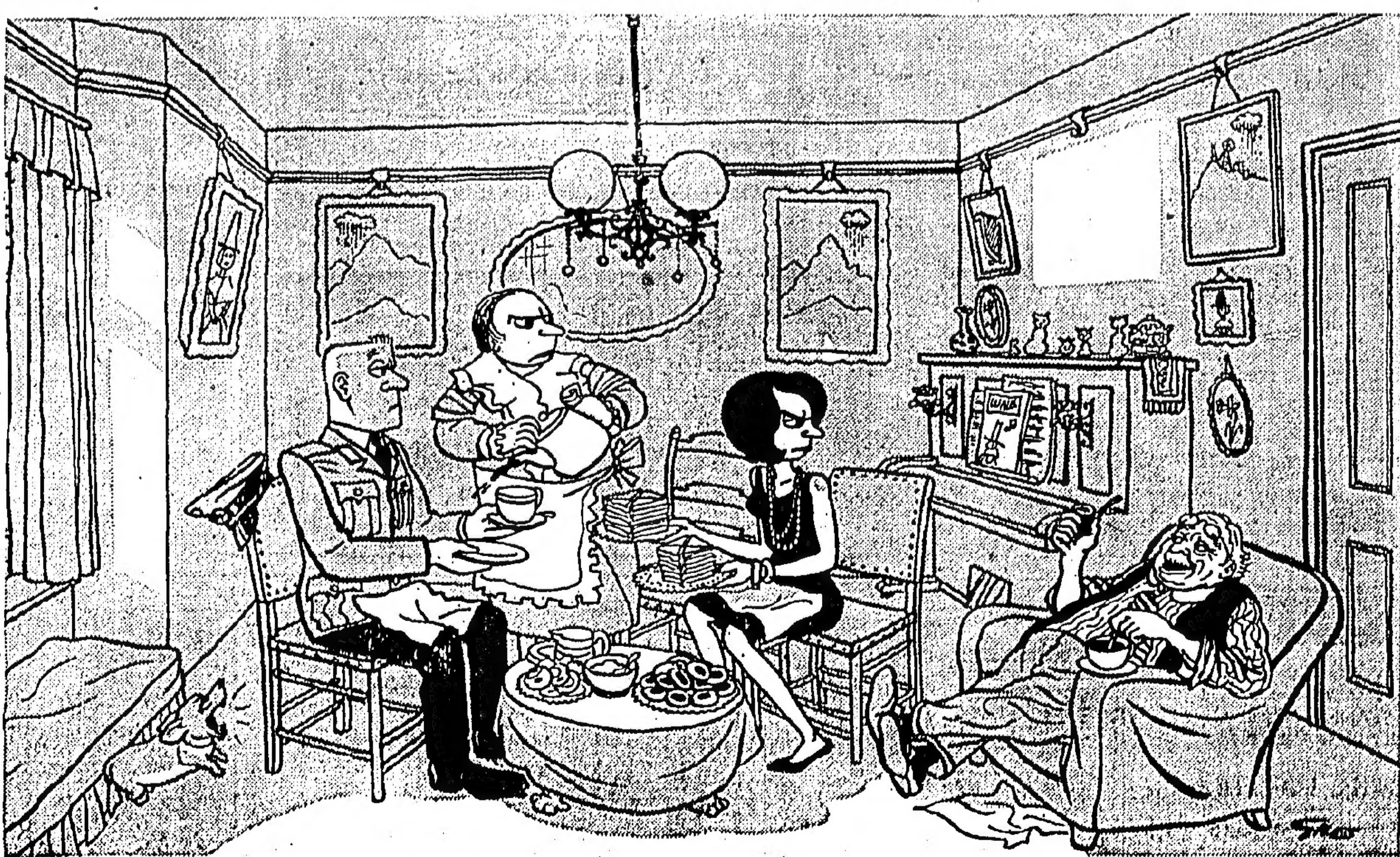
As I left the Travellers' Club—such a typical Buchan setting—I reflected that it was not the kind of admission which a Buchan hero would ever have to make. But there was something else that William Buchan had told me.

"I wrote the book quite deliberately to my father's plan," he had explained. "The more I read his books again, the more I admire them. They have moral strength and purpose."

At home I looked at some of the recent novels on my shelves. There was hardly one with a hero of whom you could say anything like that. The Buchan heroes are unshakable. Their loyalties are unshakable. Their patriotism is automatic.

But they have something that so many modern heroes lack. Determination. You are interested in whether they fail or succeed because they are desperately interested too.

For the same reason I think you will be interested in the fate of Helen in Helen All Alone—even if she is not so boy-shaped and not quite so coldly chaste as the girls who delighted heroes like Richard Hannay.



"The one they've taken down over the piano was me with my old battalion at the Victory Parade."

London Express Service.

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Advertiser's Announcement

**Comment
of the
day**

SENTIMENTAL JOURNEY

WITH the inauguration, today, of its Convair jet service, from Hongkong, the Swiss national airline, Swissair, completes phase three of its jet programme. Commencing this afternoon, the first of the new jets will take-off from Kai Tak, bound for Europe, thereby inaugurating the airline's Far East service out of the Colony.

Delivery

The intervening months, during which Swissair has awaited delivery of the Convair jets, have been spanned—both in relation to time and distance—by the DC6Bs of the airline's fleet.

This has meant that the Swiss national airline has continued to operate piston-engine aircraft against the formidable competition of other operators' jets.

Loyalty

For Swissair's passengers, whose consistent loyalty to the airline, despite the lure of the speedier jets, has been the mainstay of the sustained payloads, the more leisurely flights in the DC6Bs have been, to many, sentimental journeys.

Time moves on the Jet Age is upon us. Swissair Convair jets serving Hongkong will clip the distance to Europe by as much as 50 per cent.

Those passengers who continued to fly Swissair with the DC6Bs, and who have taken a final, sentimental journey aboard that thoroughbred of piston-engine aircraft, now will reap the reward of having, at their disposal, a jetliner that combines present-day requirements of speed, efficiency and "above-the-weather" comfort.

STOP PRESS

NO MONKEY BUSINESS

Swissair security personnel Kai Tak Airport today reported unusual activity vicinity tarmac, area occupied airline's brand-new Convair 880-M jetliner.

After detailed investigation, firmly established itinerant monkey, no fixed abode, ingested area Convair 880-M, obvious intention proceed as slowway, first westbound flight out of Hongkong.

Subsequent meals on-loaded aircraft, while monkey in area plate reason inquisitive and wishing satisfy curiosity and gourmet tendencies.

Flying Ambassador of Goodwill between East and West SWISSAIR'S NEW JET IN HK

Today's arrival of inaugural flight to Europe

With the touch-down, at Kai Tak, of Swissair's Convair 880M jetliner, Hongkong and Switzerland jointly inaugurate the first Swissair jet flight, westbound, from the Colony.

Refuelled, and her two saloons stocked with vintage wines and choice items of Swiss cuisine, the streamlined jetliner takes off from Kai Tak's seaborne runway, a Flying Ambassador of Goodwill between East and West.

At controls

At the controls of the Convair 880s are senior, multi-million-mileage pilots of the Swiss national airline. For many weeks, these highly-experienced captains have been undergoing rigorous training with Swissair's pool partner, Scandinavian Airlines System, in Sweden.

To equip themselves for the responsibilities of flying a jetliner with a speed of 619mph, or 84 per cent of the speed of sound, it was necessary for these pilots to go back to school, to "un-learn" all they knew about piston-engine aircraft and to master the intricacies and technicalities of the mighty jets.

Today, Tuesday, September 12, Hongkong shares with the Swiss in their home country, and with the Swiss community of this Colony, the exultant cordiality that this Jet Age has brought to the world.

The Convair 880-M, development model of the 880, will clip

by half the distance between Switzerland and Hongkong—and in so doing will enable the Swiss of the Colony to share with travellers of the nations the many advantages of this pedigree jetliner.

This is an economic age; the Convair 880-M jetliner is a multi-million U.S. dollar acquisition, yet the prudent configuration of the cabin provides for 64 economy-class passengers and 20 first-class passengers, on the Far East route of Swissair.

Economy

This means that, for many travellers—and especially for those who do not have the advantage of an expense account—more than 75 per cent of the accommodation on the Convair 880-M jetliner serving the Far East is available at the economy fare.

Economy—with the advantages of speed and "above-the-weather" cruising—are thus made possible for the economically-minded who fly Swissair out of Hongkong and from other centres along the Far East route.

For first-class passengers, a delightful, rounda-styled lounge has been provided. Provision also has been made for these passengers to enjoy light refreshment, while relaxing in foam-cushioned pillow-seats.

CONVAIR 880-M: VITAL STATISTICS

Speed: Maximum cruise thrust 619mph at 30,000 feet.
Wingspan: 120 feet.
Length: 128½ feet.
Height: 37 feet, four inches.
Maximum Ramp Weight: 101,500 pounds.
Maximum Allowable Take-off Weight: 191,000 pounds.
Maximum Landing Weight: 155,000 pounds.
Maximum, less fuel: 121,500 pounds.
Passenger capacity: 84 (20 first-class, 64 economy-class).
Operational ceiling: 35,000-41,000 ft.
Range: 3,400 nautical miles (with reserve).
Take-off distance: 6,080 feet.
Landing distance—4,800 feet.
Engines—Four General Electric CJ-805-3B's.
Equipment includes: all-weather radar, Doppler navigational system, air conditioning, automatic pressurisation, two food buffets, indirect lighting, contemporary lounge, where refreshments are served.



Swissair Convair 880-M jetliner, seen in flight, cruises "above-the-weather", at between 35,000-41,000ft. Her speed is 619mph, or 84 per cent of the speed of sound.

THIS IS YOUR
SPECIAL
SWISSAIR
CONVAIR
EDITION

to commemorate
the inauguration
of Swissair's
jets serving
the Far East

Popular District Manager's role in aviation

Mr F. A. Pfaffner, Swissair District Manager, Hongkong, was born of Swiss parents in Lincoln, England, where he was educated. The first signs of his interest in aviation were revealed, at the age of 15, when he became a member of the Air Training Corps of his school, which was preparing youngsters for entry into the Royal Air Force.

Tony Pfaffner volunteered and was accepted by the RAF at the age of 17. He was then

trained as a meteorological observer at the Air Ministry, in London, and served with the RAF, both in the United Kingdom and overseas.

SERVICE

After completing three years' service, he returned to Switzerland, where he became Weather Forecaster in the Swiss Meteorological Service, preparing forecasts for aircraft out of Geneva.

Mr Pfaffner joined Swedish Airlines (ABA), which became part of the Scandinavian Airlines System. He served as Chief Flight Dispatcher, in Geneva, for the (SAS) group. He was promoted to be Station Manager for "SAS" in

Geneva and served in that capacity at several stations of the network, including Brissal.

Mr Pfaffner joined Swissair in 1957, at the time when the airline commenced its Far East operations through Hongkong. He is District Manager, responsible for Hongkong, Macao and Taiwan and has many friends throughout the world.

By an interesting coincidence, Tony Pfaffner renews former acquaintance with SAS, the latter being in pool operation with Swissair in the Far East.

He married, in 1956, Marlene Schnitzler, of Manila. They have two children, Anthony and Jacqueline.



Mr F. A. Pfaffner, well-known and popular District Manager of Swissair, based in Hongkong, first became interested in aviation at the age of 15.

A keen gourmet, Mr Pfaffner is an authority on the national dishes of Switzerland.

He is well-known for his house-parties, at which interesting examples of Swiss cuisine and tempting dishes of other countries are featured.

SWISS HOSPITALITY WORLDWIDE

SWISSAIR world-wide, Swiss hospitality world-wide—such are the hallmarks of the national airline carrier and its country of origin.

Switzerland is unique, because there is no country anywhere quite like it. It is small, compact and yet it has succeeded in welding twenty-two states, representing a diversity of European languages and cultures, into one harmonious whole.

Switzerland has few natural resources, but its people have, by their own industry and ingenuity, raised the country to a level of prosperity that is difficult to achieve, where there are neither raw materials nor a sea coast to facilitate trade.

An industrial country such as Switzerland, situated in the most active area of Europe, with its production regions highly decentralised and trading with the whole-world, must have at its disposal an extensive system of transport and communications.

Central pass

The Confederation was born along the central pass of the Alps, so that from the outset Switzerland was brought into close connection with the continental transport system. In the course of time further important trade routes traversed the country; the rivers and the lakes were navigated, and for a long period the Rhine bridge at Basle was the last possibility of crossing the river by bridge before it flowed into the sea.

Everything in the location and the economic development of Switzerland favoured the rapid construction of a transport system based upon the most modern methods available, to become in time an indispensable factor in making the beauty of the country accessible to the tourist. And thus the completely unproductive wealth of scenery became an important consideration in the Swiss public economy.

From descriptions of travel of earlier times is revealed the admiration of foreign visitors for the beauty of the Swiss landscape and the character of the Swiss people. Thus Goethe, in his travel sketches of a journey into the Valais, never knowing by what means he would be able to cross the Furka Pass, provides a vivid and exciting impression of travelling in Switzerland before the coming of the railway.

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FROM A HUMBLE BEGINNING FORTY-TWO YEARS AGO — TO THE STREAMLINED EFFICIENCY OF THE PRESENT

PIONEERING DAYS OF SWISS AVIATION

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Civil aviation had its beginnings in Switzerland in January 1919, when Major Arnold Isler, then commander of the Swiss Air Force, set up an air service between Zurich-Dubendorf and Berne-Oberland. Swiss-built military planes of the type Haeffeli DH-3 were used, flown by Air Force pilots. At first they carried only military mail between the Air Force base at Zurich and Army Headquarters at Berne.

In early February the service was extended to Lausanne and at the end of April to Geneva. At the same time it was put at the disposal of the public.

At first only mail was admitted, but from June the service also carried passengers. The single-engine DH-3s, which had a maximum still-air speed of about 120 km/h, had room for one passenger in the open observer's seat behind the pilot.

After a trial period of six months, during which a total of 23,530 pieces of mail and 244 passengers were carried, this first Swiss air service was suspended on 1st November 1919.

Technically and operationally speaking, the result had been satisfactory; only the hope to cover the costs from revenue had not been fulfilled.

Same year

But in the same year three private air transport companies were formed. However, the existence, side-by-side, of three companies all with the same aim meant an uneconomic splitting of efforts. A subsequent merger resulted in a new organisation named "Swiss Air Transport Company Ad Astra Aero, Aviation Tourisme S.A." or in short "Ad Astra Aero". The share capital amounted to 600,000 francs. The fleet numbered 16 aircraft.

In 1920, the first business year, the Company's seven pilots made 4,600 flights carrying 7,384 passengers.

On June 1 1922 Ad Astra opened the first line from Switzerland abroad, from Geneva to Nuremberg via Zurich, using Junkers F-18, the first real commercial transport plane in the world. Swiss air transport had thus entered the international field.

In September 1925 a second air transport company was founded in Basle with a capital of 100,000 francs and named Basle Air Transport AG Balair. With a fleet of six Fokker aircraft, it ran regular services between Basle and Stuttgart, Frankfurt - Karlsruhe - Basle - La Chaux-de-Fonds.

Outstanding

Three years later Ad Astra decided on an outstanding pioneering project: with a Dornier-Mercur II it opened, in pool with the German Lufthansa, the first European "express-service" on the 800km route Zurich-Berlin, which was then the longest non-stop service in Europe. The flight took about five hours.

On March 26 1931 Balair and Ad Astra merged into an undertaking for the whole of Switzerland and founded with a capital of 800,000 francs the Swiss Air Transport AG Swissair. The route network totalled 4,203km. At the end of 1931 Swissair's staff totalled 64.

Under the able management of Balz Zimmemann and Walter Mittelholzer, Swiss civil aviation now made great strides. In the middle of April 1932, Swissair, as first European carrier, started to operate planes built in America.

Sensation

These were the speed planes of the type Lockheed-Orion and they caused quite a sensation. Their cruising speed reached 260km/h, or 100km/h more than any other plane then in use in Europe.

On May 2, Swissair inaugurated with its two Lockheed-Orions an express service from Zurich to Vienna via Munich. The distance of 610km required, on average, only 140

A proud record of achievement

minutes! This commercial success was outstanding. The purchase of the Orions contributed materially in making Swissair known throughout Europe and in inspiring confidence in the young Company.

In 1934, Swissair put into service as further innovation a twin-engine American aircraft of the type Curtiss-Copdor, which had room for 15-16 passengers. And to look after what was, at that time, a high number of passengers, aboard an aircraft, Swissair employed stewardesses, the first European carrier to do so.

In 1935, it was among the first airlines in Europe to operate 14-seater twin-engine Douglas DC-2s. With these Swissair, together with the British company Imperial Airways Limited, set up a link between Zurich and London via Basle.

Repute

In 1937, Swissair lost (by death) within a short time both its directors, Walter Mittelholzer and Balz Zimmemann who, in their six years' work had earned the Company great repute and a sound position.

But their work formed a solid basis for further progress, which took shape in the purchase of Douglas DC-3s.

On them was founded Swissair's great confidence in Douglas products, a confidence which has never been challenged and which has led to the future equipment policy of the Swiss Air Transport Company.

At the outbreak of the second world war, at the end of August 1939, Swissair had to suspend regular services. At the time the fleet consisted of eleven aircraft, providing 163 seats.

After an interruption of almost six years, Swissair resumed services on July 30 1945 and enlarged the fleet by the acquisition of several DC-3s. In the following year it ordered

four Douglas DC-4s, its first four-engined planes. In the post-war years civil aviation made very rapid headway and expanded, world-wide, to an extent no one had foreseen.

The General Meeting of the Company decided on August 26 1946 to raise the share capital from one million francs to 20 million francs.

Officially

In February 1947, Swissair became officially the national airline of Switzerland, with some State participation. Public institutions took over 30 per cent of the share capital and the other 70 per cent remained in private hands.

On May 2 1947, an aircraft of Swissair, a DC-4, flew for the first time from Geneva to New York. Regular North Atlantic services, however, did not start until the end of April 1948 after further proving flights. These DC-4s, developed, very satisfactorily.

On May 27 1954 Swissair opened as part of its long-haul programme a new route from Zurich via Geneva, Lisbon, Dakar and Recife to Rio de Janeiro and Sao Paulo in Brazil; it was extended to Buenos Aires via Montevideo on April 7 1957 and proved to be also very successful.

In autumn

In the autumn of 1955 first orders for pure jet airliners were placed in the United States. This was, among the world's air carriers, the starting signal for a veritable race to maintain their competitive position.

Swissair, meanwhile, had gained rank and reputation as an intercontinental carrier: according to size of operations it was, in 1957, in eighth place among the 88 member airlines of the International Air Transport Association (IATA).



Akin with many other celebrities of stage and screen, British actor David Niven is a frequent visitor to Switzerland. He is seen alighting from a Swissair aircraft in Zurich.

Encouraged by the favourable operating results hitherto achieved, the Board of Directors ordered on January 30 1956, two Douglas DC-8 jetliners and increased the order to three on September 24 of the same year. These DC-8s have served Swissair since 1960.

Important

The most important event of 1957 was the introduction, on April 1 of services to the Far East by opening a route from Zurich to Tokyo, via Cairo, Bombay-Bangkok-Manila and a second route via Beirut-Calcutta-Bangkok-Hongkong.

On October 6 1958, a co-operation agreement was signed between Swissair and Scandinavian Airlines System (SAS). On the same day Swissair ordered five Convair 880 jetliners, chiefly for long-haul routes with medium stage sectors (e.g. the Far East route to Tokyo). The agreement has enabled Swissair and SAS to operate a modern and highly competitive jet fleet.

Since 1958, Swissair, in conjunction with SAS, has further strengthened its jet programme by placing orders for the Convair 990 ("Coronado") jetliner, a development model of 880-M which, prudently, Swissair and

SAS have selected because of the jetliner's increased speed and extended range.

The development model of the Convair 880—the 880-M—has become available. As from today, Tuesday, September 12, Swissair will fly the swift and luxurious 880-M on its Far East route, in association with SAS, who, from September 7, have been flying the DC-8 jetliner to and from the Far East.

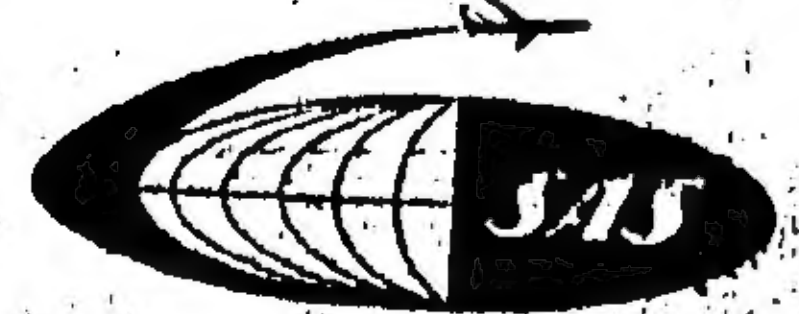
With the delivery of the Convair 880, in 1962, both Swissair and SAS will be flying identical jetliners, thereby serving the Far East with the world's fastest commercial jets.

The tremendous popularity of the Caravelle jetliner, serving Europe and the Middle East, has resulted in both Swissair and SAS placing further orders for additional Caravelles to augment their fleets.

The wisdom of using the minimum number of types of jet aircraft to serve short, medium and long-haul flights, already has been proved by both Swissair and SAS, in their selection of Caravelle, Convair and Douglas jetliners to serve their respective world routes.

**SAS congratulates
SWISSAIR on the
Convair jet 880-M
inauguration.**

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ROLEX

A LANDMARK IN THE HISTORY OF TIME MEASUREMENT

Kingdom of First



This camera study in light and shade vividly conveys the delicate contours of the snow-clad mountains of Eismeer-Jungfrau.—Swiss National Tourist Office.

"First" is the name of our railway station, where we leave the airy seats of the cableway. "First", for the spot is really as high up above the world as the "First" or ridge-beam of a gigantic Swiss house, around which rise like a snow-capped crown the most wonderful mountain peaks.

By
W. Adrian

But instead of just "First", it might easily as well be called the "Gates of Paradise". For this is "First", the terminus of the cableway which takes us up into the mountains from Grindelwald in the Bernese Oberland and towards the Wetterhorn which stands right opposite.

Magical

It is just at First that the magical Alpine world really starts. It is here that there are routes to the summer vacation points, one of the most popular being the Faulhorn, and upward and downward ski-tracks in the winter and spring.

In one season of the year, we are surrounded by the colorful array of mountain flora, whilst in another we glide into a strange and mysterious world of glittering snow and ice.

Sporting

The area of which First represents the starting point is indeed a vast one. This can hardly, in fact, be called a mere cable-railway. It is more like a succession of hops and leaps and flights, more akin to the sun-

restricted flight of an aeroplane than an earthbound railway track.

The Journey itself makes an appeal to the sporting spirit of the suspended passenger. He gets on friendly terms, so to speak, with the air, the sun and the wind. Moreover, during wintry weather, he also gets a marvellous far-lined overcast to keep him warm during the journey. Wrapped up in it, he really feels like a pilot setting out for a flight into the skies.

The Gates of Paradise now stand open before us. In front are the ski-tracks leading down into the valley from the very first stations, gently meandering downhill across the open fields.

They are there for your use during your first skiing days to enable you to build up courage for more hazardous runs, to practice your turns and, in general, to get orientated—that

wonderful feeling of motion, of bending and balance.

If you go further up, you may take to the black-marked tracks which are really fast and devilishly steep and in the course of time, you will become a real ski-ing daredevil.

Magnificent

The magnificent and practically endless ski-ing fields on the side of the Great Schönbühl beckon you from one side, where you constantly seem to glide towards the classical vantage point opposite the Wetterhorn.

Dark brown huts, redolent of wood and hay, are to be found here and there on our way, enticing us to rest therein beneath the sun-warmed stable walls. What a joy it is to take a draught from a flask and a bite from the provender in one's rucksack, in such a delectable

spot—and perhaps there will even be time for an hour's siesta in the pleasant afternoon sun shine.

The touring map shows us a rich choice of routes and the highlight of them all is the tour to the Faulhorn. There you will breathe nothing but pure, cold, high alpine air if, within three or four climbing hours from First, you penetrate into the zone above the level of 10,000 feet of the Wildgerst and the Schwarzhorn.

Here, at last, you are in the immensity of space. You climb into the solitude of the world of lofty mountain peaks. On a warm spring day however, when the Föhn blows, we have seen the great Faul dropping from the wall of the Wetterhorn over three thousand feet and more, a gigantic thundering torrent of spray and foam in glittering white clouds. It is then that we really get to know our First in its wild natural beauty.

CONVAIR

SETS

RECORD

A Convair 880-M jetliner of Swissair—one of a fleet now flying on the airline's Far East routes through Hongkong and Manila—created a long-distance record during its delivery flight from the United States.

After making the transcontinental flight across the States, the jetliner refuelled at Idlewild International Airport, New York.

It then flew to Zurich in six hours 57 minutes at an average cruising speed of 940kph (587½mph).

Longest

This trans-Atlantic flight represents the longest distance covered by any Convair commercial jet aircraft, a performance that is all the more remarkable because it was accomplished by a type of plane especially designed for medium-haul operation.

The Convair 880-M jetliners are serving Swissair's Far East route, westbound from Hongkong, as from today. The four General Electric jet engines each develop a thrust of 5,000kgs at take-off and enable the aircraft to fly at a maximum cruising speed of 900kph (559mph).

Congratulations

to

SWISSAIR

on the inauguration

of the



Convair Jet Service

from

J.H. Trachsler (H.K.) Ltd.

Congratulations

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ON THE OCCASION

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OF THEIR

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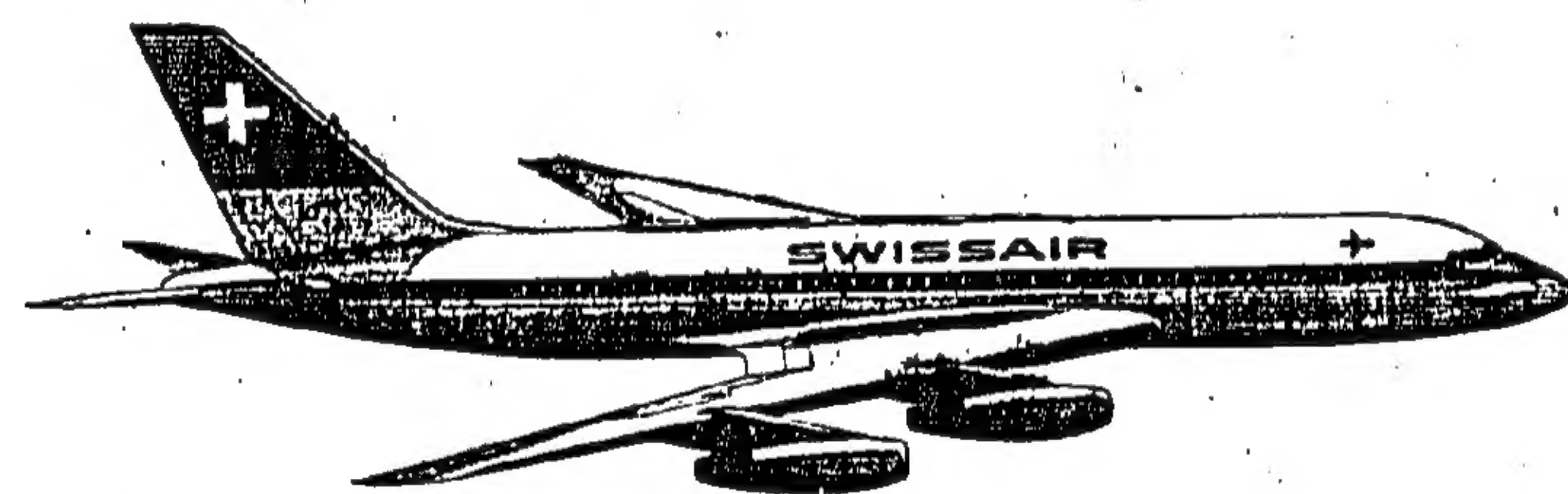
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CONVAIR 880-M JET FLEET

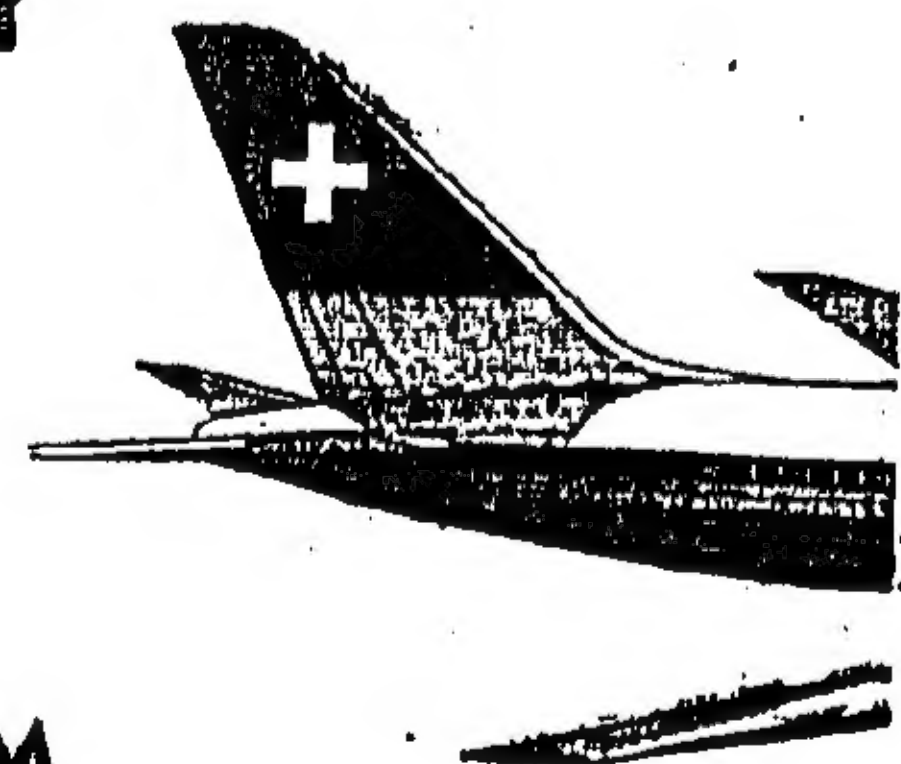
TO THE

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IN THE FAR EAST

CAT

THE MANDARIN JET
FIRST CONVAIR 880-M
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**CONVAIR 880-M JET SERVICE
OUT OF HONG KONG**



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CONSUL'S CONGRATULATIONS

To commemorate the inauguration of Swissair's Convairet jet service for the Far East, Mr. F. A. Pfiffner, Swissair District Manager, Hongkong, has received the following congratulatory message from Mr. Lucien A. Moser, Swiss Consul General, Hongkong:

"Dear Mr. Pfiffner,
On this occasion, the inaugural, today, of Swissair's jet service for the Far East, including Hongkong, we of the Consulate General of Switzerland, in this Colony, offer our congratulations on this memorable achievement by our national airline.

DELIGHT
The Swiss Community of Hongkong will share with us their delight that the new jet service has been successfully launched, thereby furthering the goodwill and entente cordiale already existing between Switzerland and the British Crown Colony.

"Please convey to all concerned our good wishes, on this important occasion.
Yours sincerely,
Lucien A. Moser, Consul General."

CONSULATE GENERAL OF SWITZERLAND
HONG KONG

HONG KONG,

Shell House, Room 602-604,
25-27 Queen's Road, C.
Telephone: 1933
Cable Address: "Swissair"

12th. September, 1961.

Mr. F. A. Pfiffner,
District Manager,
SWISSAIR,
Hong Kong.

Dear Mr. Pfiffner,

On this occasion, the inaugural, today, of Swissair's jet service for the Far East, including Hong Kong, we of the Consulate General of Switzerland, in this Colony, offer our congratulations on this memorable achievement by our national airline.

The Swiss Community of Hong Kong will share with us their delight that the new jet service has been successfully launched, thereby furthering the goodwill and entente cordiale already existing between Switzerland and the British Crown Colony.

Please convey to all concerned our good wishes, on this important occasion.

Yours sincerely,

Lucien A. Moser
Consul General.

**HARRY
ODELL**

CONGRATULATES

SWISSAIR

on the
CONVAIR JET
inauguration



Hong Kong's
Impresario.

WELCOME TO ZURICH

Switzerland's largest and most cosmopolitan city, Zurich, is in a lovely setting beside Lake Zurich, with the snow-capped Alps in the background. Long a centre of intellectual life, the city also is favoured by a geographical position that has made it an important crossroad and commercial centre.

Zurich's history extends back into the Stone Age to about 3,000 BC, and the earliest settlers actually lived on the lake in primitive buildings supported on stilts.

Early in the Iron Age, the Helvetians invaded and established a town beside the River Limmat. They were followed about 58 BC by the Romans who built a castle on the Lindenhof, a hill overlooking the city.

According to legend, the present site of a church, the Wasserkirche, was where the Romans tortured and beheaded, because of their Christian faith, Saints Felix, Regula and Exuperantius.

Afterwards, it is related, the three martyrs arose and walked to where the Grossmünster visit.

Cathedral now stands. The twelfth century dates back to the time of Charlemagne. The following years saw Zurich grow into a strong city-state. The cultured society of this period produced many great works of art and poetry, such as the love songs of the city's "Minnesänger", Johannes Hadlaub.

It is also a city of learning and research — a fine University and the Swiss Federal Institute of Technology are located here.

Excellent hotels... fine shops and restaurants... many places of historical interest... beautiful scenery... an abundance of cultural activities... entertaining sightseeing excursions... All these things combine to make Zurich the ideal city to visit.

Felicitations and Best Wishes
to

SWISSAIR

on the Occasion of the Inauguration of
the 880-M Convairet Jet

from

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SWISS GUILDS' HISTORY

In 1336, Rudolf Brun, offspring of a noble family, overthrew the decayed town-government by a coup d'etat and set up a new constitution, which was put down in the so-called "Sworn Letter."

Before this riot, only nobles, land-owners and rich merchants, had been able to take part in the government; but now the craftsmen and smaller merchants, united in guilds, had their share in the command of the city.

GUILDS

Each of the 13 guilds delegated their guildmaster to the council in which the corporation of the "Constatel," i.e. the guild of the citizens, already formerly privileged, were equally represented by 13 members.

The mediaeval guilds, "Saffron", "Tannery", "Smithy", "Leather", "Tanners", "Shoemakers", "Bakers", "Carpenters", "Tailors", "Butchers", "Cannery" and "Balance", formed the foundation of the professional, political and military life of the citizens. They were the centres of social activity, as each guild owned its house of meeting to which an inn was attached.

As the centuries passed by, the guilds lost more and more of their professional character and became unions with political and social ambitions within the strongly secluded class of the burghers.

After the revolution of 1798 the Swiss guilds were deprived of their political importance and were dissolved, but took up their social activity again in 1803.

INFLUENCE

In 1860 the guilds entirely lost their influence in Zurich's professional life and from then a number of new guilds of a purely social character were founded in the various quarters of the city.

Nowadays, the main activity of the guilds consists in the organisation of Zurich's annual Spring Festival, the "Sechselauten", or "Six o'clock chimes."

This most popular Festival takes place every year in April and received its name in remembrance of that Monday on which, according to old tradition, the church bells peal out again at 6 pm instead of 5 pm, to announce that the day's work is over.



Winter sports scene: Grindelwald-Wetterhorn, in the Bernese Oberland, famed ski centre. — Swiss National Tourist Office.

AT YOUR SERVICE



Swissair, the national airline of Switzerland, takes pride in its cabin hostesses, who ensure passenger comfort and service on world routes, including Hongkong.

Our photo shows a Swissair hostess wearing the traditional and trim uniform of the airline—a delightful shade of blue-gray, of a material that was specially created for Swissair.

Swissair regional office

Extension of the Far East region, influenced by increased traffic and other factors, has resulted in Swissair transferring their Far Eastern Regional Office from Tokyo to Hongkong.

Mr Zach Kaelin, Swissair General Manager, Far East, has established temporary headquarters at the Peninsula Hotel, with his assistant, Mr Willy Gantner, and the Chief Accountant, Mr Max Huser.

Said Mr Kaelin: "Because the Far Eastern region of Swissair has been extended to include Karachi, our regional office has been moved to Hongkong. It will be much more convenient—especially in view of the introduction of the Convair

800-M Jetliner on our Far East route." Multi-million-miles air traveler, Mr Kaelin is "Mr Swissair" to many countries and people throughout the Far East region of the Swiss national airline—a territory which takes him from Karachi to Sydney (and sometimes to New Zealand), and from Tokyo to Taiwan. He has a remarkable memory for faces and this has helped him, immeasurably, in his executive and ambassadorial duties, for Swissair.



Mr Zach Kaelin



*Best Wishes to Swissair
on the
Convair Jet Inauguration*

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CRUISING AT ALMOST THE SPEED OF SOUND

Miles per hour and nautical miles convey to the layman some impression of speed—distance, but to the experts there's only one way to determine how fast, in reality, an aircraft will fly.

Swissair's Convair 880-M jetliner cruises at approximately 619mph—or 84 per cent of the speed of sound!

The original Convair jetliner was known as the 880. This new model, the 880-M, is so designated because the "M" represents "modified."
The 880-M differs from its predecessor, being fitted with extra fuel tanks, thereby increasing the range of the aircraft to 3,400 nautical miles, with fuel reserve.

Speedier

The 880-M has "Leading Edge Slats," which provide extra lift for speedier take-offs; these slats permit of lower landing speeds—and thus, where required, shorter runways can be used.

Swissair's Convair 880-M jetliner is a thoroughbred in every respect. The four, powerful General Electric CJ-805-3B engines have the advantage of a higher thrust ratio than their predecessors, the Type 3 engines, and each has 11,050 pounds of thrust at sea-level. The improved engines include reverse thrust, whereby thrust can be converted into braking power for landings.

Brake capacity has been increased and the 880-M can land in less distance than its predecessor.

Strength

Features of the original 880 include the "fail-safe" method, throughout. With the 880 came the Scotch-weld process of sealing the integral wing fuel tanks, extra to the riveting—this after some 23 years of research into the prevention of leakage.

The Scotch-weld has the advantage of adding strength to the wing structure.

On the ground, the sweep-back wing span of the 880-M is

an impressive feature of an aircraft that exemplifies streamlining and contour.

From radar dome to tail, the 880-M extends for 129½ft; the tail rises, impressively, for over 37ft, from the fuselage.

For those who are interested in statistics, the 880-M has a maximum take-off weight of 191,000lbs; it will cruise above the weather, most favourably and smoothly, at ceilings above 35,000ft and up to 41,000ft.

It can use medium range runways having a take-off distance of less than 6,000ft, and a landing span of 4,000ft.

The 880-M has the advantage of a thicker skin and specialised sound-proofing, so that the cabin interior is quiet and soothing.

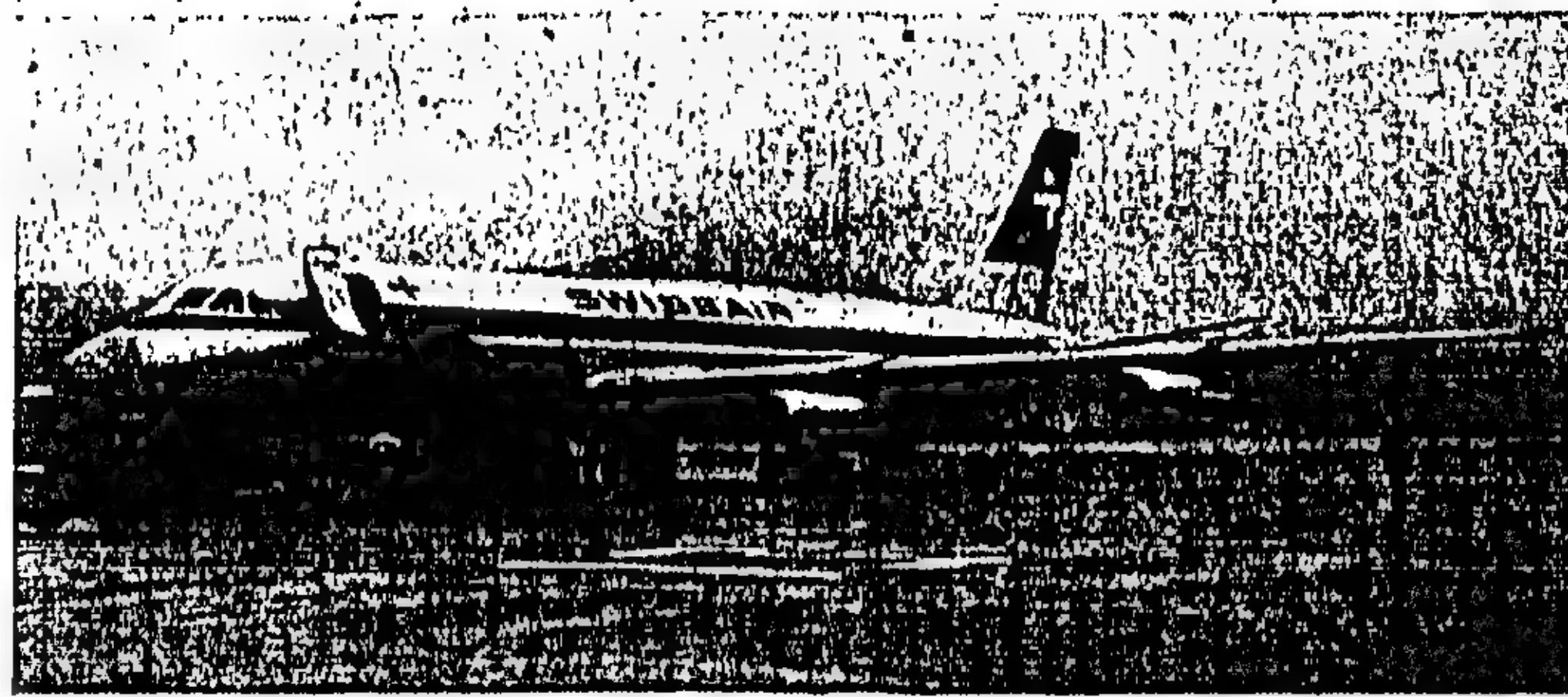
Temperature

Of the many interesting features, the sound-suppressor in the exhaust outlet ensures an effective and a swift blending of the exhaust gases with the outer atmosphere—and, with this method, the noise level is minimised.

Pressurisation and air-conditioning of the 880-M have features that combine to ensure uniform efficiency. In rain or in shine—outside the aircraft—the prevailing temperature does not affect passenger comfort, which is set to provide a level calculated to satisfy jetliner needs.

This special air-conditioning equipment will ensure a change-of-air every two-and-a-half minutes—which means that it is superior to systems previously available.

Before the jet age came upon us, the use of the oxygen mask by the passenger was an optional matter, being governed by the need of the passenger



Seen at Kai Tak, just before take-off, Swissair's streamlined Convair 880-M jetliner, which from today serves the airline's Far East route out of Hongkong.

for oxygen, when flying at higher altitudes.

The Swissair 880-M has an entirely automatic oxygen supply, whereby passenger's masks are neatly contained within small panels, at the ratio of one mask per passenger.

This supply functions automatically when cabin pressure falls below a certain level of altitude. At this stage, the container panel opens and the masks appear within a convenient distance of the heads of the passengers.

The oxygen mask is simple to use: all that is required is for the mask to be drawn over the face and a valve opened, thereby permitting oxygen to flow through the mask. When the mask is not required, the valve closes automatically.

Cruising at 619mph—or 84 per cent of the speed of sound—the Swissair Convair 880-M flies above the weather, thereby ensuring maximum flight comfort, in conjunction with traditional Swiss service and cuisine par excellence.

HK GIRL TO MEET YOU

Miss Nina Smirnov, pictured here, is now a ground hostess with Swissair at Zurich International Airport.

Formerly of Hongkong, where she worked as interpreter, correspondent and social worker for the World Council of Churches, in connection with European refugees, her services were highly valued. She worked with the Council from 1952 until last year, when she left to take up her present duties with Swissair.

This photo was taken at Kai Tak in June of this year, when Miss Smirnov was enjoying a two-week holiday in Hongkong. Her brother, Alex, whom she had visited while on vacation, is studying business administration in New York.

Nina's mother is housekeeper of the Peninsula Hotel.



Nina Smirnov

A TIMELY MESSAGE

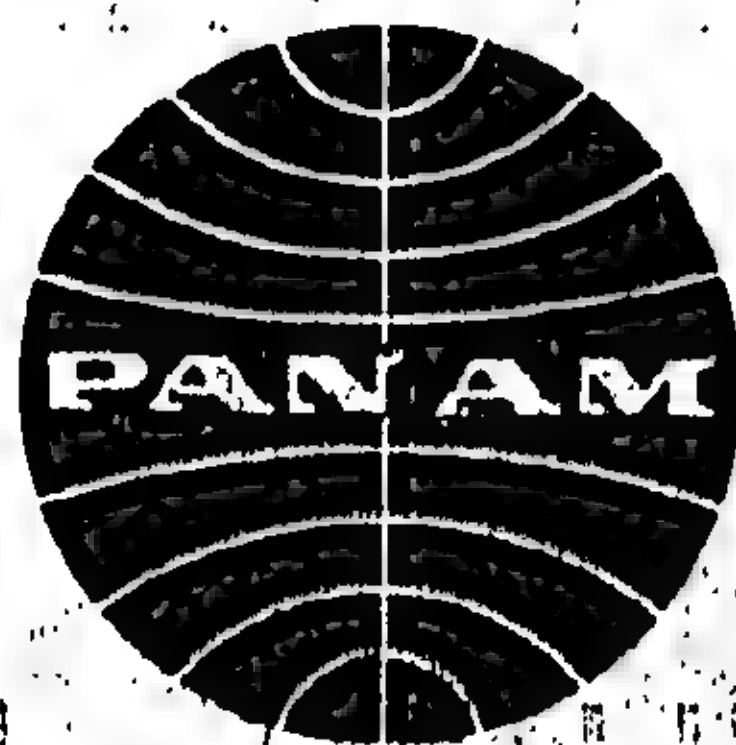
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YOUR CHINA MAIL HOROSCOPE

TUESDAY, SEPTEMBER 12

AQUARIUS (January 21-February 19): Business and pleasure ought to be kept strictly separate, if you want to get the best out of both.

PISCES (February 20-March 20): An accumulation of routine jobs today may keep you from accomplishing something much more important.

ARIES (March 21-April 19): Considerable tact will be required today in your dealing with a rather touchy person.

TAURUS (April 20-May 20): Don't go too much by outward appearances, but try to judge a newcomer by his less obvious qualities.

GEMINI (May 21-June 21): By taking more interest in your present job you will be surprised at how quickly the time will pass.

CANCER (June 22-July 21): If you accept a challenge to take on the seemingly impossible, no one will blame you if you fail to bring it off.

LEO (July 22-August 21): A properly deal ought not to be concluded until an expert has given it his well-considered approval.

VIRGO (August 22-September 22): Don't be satisfied with your second best when you are fully capable of doing better.

LIBRA (September 23-October 22): A good chance to improve your financial position must not be allowed to slip through your fingers.

SCORPIO (October 23-November 21): Anticipating an embarrassing meeting will fortify you against the moment when it actually takes place.

SAGITTARIUS (November 22-December 21): A little extra attention paid to an elderly relative will make him feel less of a burden to the family.

CAPRICORN (December 22-January 20): You will spend a very interesting evening in the company of a person closely connected with the creative arts.

YOUR LUCKY COLOUR: If today is your birthday, look out for ORANGE. It ought to bring you luck.

BOYS' AND GIRLS' MAGAZINE

Singing Lessons

 —Hanid Suggests Canary As A Fine Teacher—
By MAX TRELL

"Now, my dear," said Hanid, the Shadow Girl with the Turned-About Name, as she hung the magic talking-ribbon around the Kitten's neck, "would you like to ask me a question?"

Purr-Purr, the black Kitten, let out a meow at first but as soon as the magic ribbon was firmly around her neck, she said:

"My dear Child, you can ask me any question you like."

Hanid's surprised

Hanid looked at the Kitten in surprise. She hadn't expected Purr-Purr to call her "My dear Child". That wasn't the way Kittens usually addressed small girls.

However, Hanid said: "Did you ever take singing lessons, Purr-Purr dear?"

"No," said Purr-Purr. "I never did."

"I think you should," said Hanid.

"Why?" asked the Kitten. "Is there something wrong with the way I sing?"

Hanid patted Purr-Purr gently on the top of her furry head.

Sings well

"I don't want to hurt your feelings," she said. "You sing very well—for a Kitten, I mean."

"Thank you," said Purr-Purr.

"But," continued Hanid, "in a little while you'll be a Cat."

"Will I?" asked Purr-Purr, as though she had never thought of that before.

"Of course you will," said Hanid. "All Kittens become Cats. And though you sing very well for a Kitten, I don't think anyone will say that you sing very well for a Cat."

Purr-Purr thought about this for a minute or so. Finally she said:

"Well, my dear Child, what do you think I ought to do?"

"You ought to take singing lessons," said Hanid.

Didn't like lessons

"Lessons?" cried Purr-Purr. There was no mistaking what Purr-Purr meant. She didn't like lessons. "Do I have to take them?" she asked.

"You do, if you become a Cat," said Hanid.

"All right," said Purr-Purr. "I won't become a Cat."

Hanid quickly told Purr-Purr that there was nothing she could do about it. If she was a Kitten she had to become a Cat.

"Children don't become Cats," said Purr-Purr. "Puppies don't become Cats. Nobody becomes a Cat, except Kittens. It's not fair."

Hanid just smiled and said nothing.

"Oh, all right," Purr-Purr said at last. "I'll take singing lessons. If I have to. But I don't like them."

"I know a very good singing teacher," said Hanid.



"I'd like to ask you a question," Hanid told Purr-Purr.

"I don't like singing teachers, either," said Purr-Purr. "Who is he?" she asked.

Hanid paused before she spoke. She didn't want to make things worse than they were. Purr-Purr was being very difficult.

"I do hope," Hanid said, "that you won't say you don't like this singing teacher until you think about it. He's a wonderful singer. If you can learn to sing even half as good as he does, everyone in the whole neighbourhood will stop to listen to you."

"I don't think I'll like him," said Purr-Purr. "But who is he?"

"Enrico Canary," said Hanid. "She'll love canary!"

"The Canary?" cried Purr-Purr. Her eyes sparkled with joy. Hanid could hardly believe the change that suddenly came over the sad-looking Kitten who hated to have to take singing lessons. "Oh, I'd love him!" she said.

"I'm glad of that," Hanid started to say. Then, suddenly, she thought of why Purr-Purr would like the Canary for a singing teacher. "I guess," Hanid said aloud to Purr-Purr, "that it is unfair for Kittens and Cats to have to take singing lessons."

Then she quickly removed the magic talking-ribbon from Purr-Purr's neck before the Kitten could say another word!

Rupert and the Secret Path—12



Wondering where his pal was, Rupert crawled after him under the bush, then under another one and round a low tree, and at length he came up with him. "Here we are, this is what I've found," Bingo's voice had said to a

RECENTLY the secrets of the Paris Collections were spread before a breathlessly waiting world.

The point is, how breathless and waiting were YOU?

Assuming you are a woman (and, if not, what are you doing wasting your time reading this when you might be shouldering some fragile female's burden?), it is idle to pretend you don't care about the way you look.

Of course you care.

Not about the new "high, tiny bust" or the "subtle kick-flare around the knees" maybe. (Let's face it, high, tiny busts are born not made and it's the knees rather than the "subtle kicks" that count.)

We all want

But what you want, I want, we all want, is what the magazines are forever promising—"a newer, younger, more breathtaking you next winter."

Maybe that's what you schemed for this summer?

Let's take it again, shall we—slowly. For the inescapable fact is that each and every one of us needs to be covered—and the prettier the coverings the easier, especially on the eyes, for everybody.

My problem is not simply how to present to you the distilled knowledge that comes from viewing close on 5,000 stunning ensembles.

It is rather to decipher the hieroglyphics of my Paris notebook and try to make sense out of scraps reading "for up sides across top double" or "blatant flap over bust bypassed." (Has Mr Marples any views on this one?)

What makes it all the harder is that a designer's world is peopled, seemingly, by one type of female only.

She has eyes like soot-ringed headlights set in a stark white face, a rib-cage like a Greyhound Derby winner, a hand-span waist and legs that go on for almost ever.

So improbable

Any resemblance to the average woman is quite coincidental and highly improbable.

What, I ask myself, has she in common with my distant neighbour who claims to be my constant reader—a big, deep-bosomed mother of five-who, no matter when or where we meet, nails me with a loud hello and "off to Paris again I suppose?"

As if I more or less lived there.

To her I am a flibbertigibbet, absentee materfamilias—a butterfly, skimming life's froth while she copes with dogs, children, chickens, poodles and husband—the LOT (in, I suspect, that order).

"Tell me," said she when we last met, "where do I go wrong?"

"I'm not frivolous and I'm not weak-minded. I've a thunderous good sense, but I can't find a damn thing to wear. And when I do I don't look right in it."

"Listen—I plunge on a broad-clothed two-piece which some slip of a girl kids me will make me look like the sultan's favourite, and off we go to the theatre."

"What happens I stand out like a flaming beacon and every other woman is in 'understated' black."

"So the next time I buy black—and in spite of Charlie's diamond clip, I feel, and look, like the chief mourner at a funeral."



High-bosomed triangle coat, 15gns.

"You're the expert," she cries. "What's wrong with today's fashions. What do they look?"

Absolutely nothing, of course, apart from someone with eyes like soot-ringed headlights set in a stark white face, a rib-cage like a Greyhound Derby winner . . . and so on.

But you all knew that, didn't you?

Happily, hope springs eternal in even the most human—as opposed to fashionably shaped—breast. It needs to.

Therefore, let us set aside all gloom and despondency, let us take heart and try again.

No need to hibernate rather than face, the autumn's latest look. It's not as bad as that.

Far from it.

There are some devastatingly pretty clothes coming into the shops and all of them on the right lines.

Inspired—practically carried away—by Paris, our fashion department have come up with the GOODS. In record time.

The young and gay will delight in the new triangular coats with wide, stiffened skirts swinging from a high, narrow bosom.

They are terrific, they are here—and at the right price. From my 5ft. 4in. I shall survey them with envy, I look like a wigwag on castors in them and that's that.

JACOBY on BRIDGE

EVERY once in a while some one asks, "What is the biggest hand you ever held?"

Today's South hand is. I had eleven sure tricks in no-trump. I did not know how to bid it. I considered opening with a Blackwood four no-trump and after finding out that my partner held no aces bidding live-no-trump to ask for kings. The trouble with that sequence would be that if he did not have either of the missing kings I would find myself going down one at a slam.

A two diamond opening did not appeal to me at all. My partner would surely respond with two no-trump and my

CARD SENSE

Q—The bidding has been:

North	East	South	West
1♥	Pass	2♦	Pass
3♦	Pass	4♥	Pass
4♥	Pass	5♥	Pass

You, South, hold:

♠ A K 5 3 2 ♦ A K 5 10 9 8 7 6 5 4 3 2 ♣ A K 5 10 9 8 7 6 5 4 3 2

What do you do?

A—Bid four no-trump. Your partner has bid very strongly and you want to be in a slam if he has two aces.

TODAY'S QUESTION

Your partner has jumped to three no-trump after your two diamond bid. What do you do in this case?

ANSWER: ANSWER

The REST (myself included) will almost certainly settle for a coat with a fitted front and a wide, cape-like back.

Last year's straight-up and down top coats are old hat.

If you are buying a suit, do please look for one with a gentle shape to the front of the jacket.

Designers have contrived with bias cutting and canvas to build a false facade—narrow shouldered, ample bosomed, and long waisted—into their suits, which is fine—if you don't happen to have been born with much facade of your own.

And do please promise to try the new, narrow skirts with a three-inch flare at the hem. Even the most dedicated, skin-tight-skirt addict will agree they look good.

Getting ahead

What is more, you can actually climb into a cab in them without getting your stiletto heel caught in your hemline and anyone who has ever found herself standing on one leg and incapable of movement will know it's little points like this that count.

To continue, if you are considering a little black dress,

re-think—and try a little "coffee-bean-brown" one instead.

If you want to get ahead, get a fox hat.

If you hope to get by on one set of accessories pick trachee-brown or burgundy red patent leather.

If you are looking for an all-purpose evening outfit buy a "cloth of gold" cardigan suit.

If you want mink if had better be "shaved" mink.

No, I don't think they're shaving sable. Not yet.

And velvet is fine—especially for Chanel-type suits.

And don't forget grey flannel with sherry-coloured accessories . . . or clove-carnation red . . . or grass green . . . or winter white, which is fabulous in those rough-textured tweeds, but fattening.

Still, not to worry, for, need less to say, you'll be SLIM.

The new powdered diets are marvellously effective and so easy—especially if you don't like food.

There are new cosmetics, too—new eye-shapes, new lip-contours, new false hair, new,

Hey—WAIT A MINUTE. What is the man in your life now planning?

Is he at this very moment meditating the possibilities of a fitted front to his jacket?

Accessory-wise, how is his scheme to date?

What of his theatre suit?

What steps is he taking to become a younger lovelier mate?

He is almost certainly lying flat on his back eating vast quantities of toast and honey and letting his waistline go to "pot."

Cut this page out very carefully, fold it in four, put it in a drawer—then help yourself to the rest of the toast and honey.

You can't make good resolutions on an empty stomach.

Long-bodied suit, black fox collar, 17gns.



—(London Express Service).

★ ★ ★ ★ ★

IT'S THE LEGS THAT MAKE A MAN

I HAVE it on the word of that well-known sartorial sage, Mr John Taylor—the editor of the Tailor and Cutter—that a minor revolution has taken place in leisure wear for men.

The emphasis has switched from trunk to legs.

"It's perfectly obvious," Mr Taylor told me firmly. "You must surely have noted the inversion pattern in general. 'Think back to comparatively recent fashion—in particular the navy-blue reefer with its vivid crest, the bold, colourful tweed jacket, or the striped blazer."

"All the emphasis was in a broad-shoulder, barrel-chested, bright-hued top, with inconspicuous, anonymous grey flannels below."

I said that 90 per cent of the chaps who get into the news these days—either for good or evil—seem to be photographed in a reefer and flannels.

"Because the reefer is not polloi stuff," said Mr Taylor.

Of course there is still a certain cult among the various clubs and regiments, but only the initiated can pinpoint significances in cut and buttons.

"To the casual eye, a reefer is simply a navy blue blazer—and popular fashion."

I asked if anything special was taking its place.

"It's the whole shape of the fashionable man that has changed, quite drastically," said Mr Taylor.

"What has happened is that the emphasis is entirely focused on the pelvis and legs. The

top half of the body is clothed in something subdued and easy fitting—the loose jumper, top maybe, or a tailored cardigan. But quiet in cut and colour.

"The focal point, all the dash and the drama, lies in a pair of terribly tight trousers—preferably check."

He added that this was "not an easy fashion." He has a point there. Time was when many a man removed his jacket and left his shoulders inside it. There's precious little camouflage in a pair of light trousers—especially over bow legs.

—(London Express Service).

Kanebo Cosmetics

MAKE THE SKIN AS SMOOTH AS SILK

AT DAIHARU CAUSEWAY BAY.

U.S. AMATEUR GOLF OPENS

Defending champion Beman scrapes through 1st round

Pebble Beach, Sept. 11.

Defending champion Deane Beman got the scare of his young life today, but survived the first round of the U.S. National Amateur Golf Tournament with a last-ditch, one-up victory over Harry Allers.

It was a day of narrow escapes for some well-known names—and a day in which other big stars were sent to the sidelines, their hopes of a championship shattered for another year on rugged, but calm, Pebble Beach.

Among those to taste defeat was Billy Campbell, the former Walker Cup ace, who three-putted the 18th green to lose to Andy Gard, one-up.

But it was Beman, 23, who really ran into trouble before pulling out his victory. Four-up after nine holes, the champion's game suddenly fell apart.

Lucky

He was lucky to get a halve on the par-four 11th with a five, when Allers, a 21-year-old, missed a two-foot putt. Then Allers won the 12th, 13th and 14th with two pars and a birdie to pull close. But they halved the last four holes and the champion was still in the game.

UK SOCCER

Ipswich chalk up fifth straight win

London, Sept. 11. Ipswich Town, newly promoted to the First Division, scored their fifth successive win to night when they beat Manchester City 4-2 in the first round of the English Football League Cup tonight.

Peterborough United, who have so often figured as giant-killers in the Football Association Cup, went out 3-1 to Blackburn Rovers, and never seriously looked like upsetting their First Division opponents. Rotherham, the losing finalists to Aston Villa the first time the competition was run, came through by the only goal at Dinnington, but they were the luckiest team of the night. They struggled all through the match and never looked like scoring. Pevenell, Darlington's 19-year-old left-back, gave Rotherham their winner by putting through his own goal.

Results

Results of today's British soccer matches were:

FOOTBALL LEAGUE CUP

First round

Bristol Rovers 0, Huddersfield 1; Hull City 0, Bradford 1; Ipswich 4, Manchester City 2; Middlesbrough 1, Exeter 0; Newport 0, Shrewsbury 1; Notts Forest 1, Gillingham 0; Peterborough 1, Blackburn 0; Stockport 0, Leyton 0; Walsford 0, Blackpool 0; West Ham 2, Plymouth 1.

SCOTTISH LEAGUE

Division II

Stenhousemuir 4, Forfar 1.

—Reuter.



THE GAMBOLS



Full investigation into Monza accident ordered

Rome, Sept. 11.

The Italian government today ordered a full investigation into safety measures at motor races, to prevent tragedies like the Monza Grand Prix accident that took 14 lives.

Alberto Folchi, the Italian Minister of Sport and Entertainment, said a special commission he has named will have to ensure complete safety at the famous Monza track before further sporting events can be held there.

Questioning

Meanwhile, State Attorney Vincenzo Ardiciano began questioning Jim Clark, one of the two drivers who survived the accident yesterday which killed crack German racer Wolfgang von Trips and 13 spectators.

The Italian State Radio said Ardiciano asked the British driver to remain at the disposal of his investigators, meaning that Clark cannot leave for England without the magistrate's permission. Ardiciano could not be reached for confirmation.

Clark's British Lotus touched off the tragedy when one of its wheels hit against a wheel of Von Trips' Ferrari. The bright red Ferrari racer was hurled into a crowd of spectators.—AP.

Reactions

Modena, Sept. 11. The pros and cons of modern motor racing were thoroughly aired by the experts today at Modena, the cradle of the sport in Italy, following yesterday's Monza Grand Prix disaster.

The tragedy awakened old track security fears, which many say had been overlooked in recent years in the enthusiasm of the Italian public for speed.

Security measures, both for the spectators and the drivers, were stepped up after Italy's last major racing accident in 1957, when the Spanish noble, the Marquis of Alfonso de Portago, his American passenger Eddy Merloni and 11 spectators were killed in the Mille Miglia Grand Prix. But many enthusiasts complained that the sport was losing its appeal because of the "stifled" attitude of the authorities and certain precautions slackened.

Condemnation

After that accident the Vatican, which had always been against motor racing, came out with an out-and-out condemnation of the sport, and after the Monza tragedy the Church is expected once again to voice a strong protest.

The Italian racing specialists maintained today that the spectator barriers on the Monza circuit, as well as those on most European tracks, afford insufficient protection. They urged that all track authorities take steps immediately to revamp spectator security precautions.

Not only the spectators, but the drivers as well may be affected by the latest wave of protests and by the pending investigations of the racing authorities.

One track specialist said today the Prix elimination races were too easy and that too many inept drivers were allowed to enter the major or Grand Prix races. While this theory certainly did not apply in the case of Von Trips, many racing "thrill-seekers" fear it may crop up again.—AP.

For golfers—a 300-yard drive in spare room

New York. For those rich sportsmen who have run out of ideas on how to spend their money, some of Manhattan's posh specialty shops have come up with ingenious "trinkets" designed to help solve that problem.

For example, for only about \$600 the golf enthusiast can buy the Electronic Golf Computer, which permits him to enjoy his favorite sport on a year-round basis.

"No longer need you wait for warm and dry days to practice driving for distance and accuracy," the advertisement boasts. "Now it is possible indoors or out, in fair weather or foul, using only a space 9 x 14 ft."

The Golf Computer is composed of a net-like ball supported by a metal

superstructure with a picture of a fairway at the back. Attached to the tee is a recording device linked to the electronic computing unit.

With this computer, the advertisement notes, "a golfer taking a full swing at the ball from the tee is told immediately how far his drive has gone and whether the ball was hooked, sliced or travelled true. Quickly the results are flashed on the face of the computer."

In the office

The equipment can be easily installed in a spare room, basement, garage, backyard—or for the tycoon who finds it hard to get away from the office, in spare office space. The control panel of the unit can be adjusted for



London Express Service.

Gonzales wins

Paris, Sept. 11. America's Pancho Gonzales beat Australian Mal Anderson today in the first round of the World Professional Clay Court Tennis Championships. The score was 6-2, 6-4, 4-6 and 6-2.

Other results were: Ashley Cooper (Australia) beat Paul Remy (France) 6-2, 6-3, 6-1; Tony Trabert (U.S.) beat Kurt Nielsen (Denmark) 13-11, 6-1, 6-1.—AP.

U.S. pessimistic about Davis Cup chances

New York, Sept. 11.

U.S. tennis authorities were pessimistic today about the chances of the American Davis Cup team that must face India in New Delhi—probably on September 29-30 and October 1—after having lost the toss that decided whether the matches would be played in India or the United States.

The winner of the U.S.-India match will play Italy in Rome on October 13-15.

The basis for American pessimism is that in America they would have faced the Indians on clay while in New Delhi they will play on grass. The matter was decided by the toss of a coin in Australia, holder of the cup.

Limited players

American tennis authorities have a limited number of qualified players, as some of their top stars are prevented from making the trip by suspensions or school responsibilities. It is almost sure that

Chuck McKinley, ranked No. 1 in America, will not be able to go because of his studies at Trinity University, and his doubles partner Donald Heston is under suspension for the rest of the year.

It is felt that America's chances against India would have been much better on clay because of the fact that the Bharti is rated the best player in the world on the slower surface. On the other hand Ramanathan Krishnan, the top-ranked Indian player, is one of the best internationalists on grass and American tennis experts are conceding him two singles victories. The hope of the American team, it is felt, lies in the fact that the other Indian players are not yet of world class.

Italy too good

If at the last moment McKinley can make the trip, he will be used in singles and possibly paired with Bill Bond or California in the doubles. Also under consideration for the trip is India besides Bharti, are Donald Dell, Whitney Reed, Frank Froehling and Jon Douglas.

The matches against Italy will be on clay and experts feel that Orlando Sirola, Nicola Pietrangeli and Fausto Gardini, playing on their home court, will be a little too much for either India or the United States.—AP.

DRAWN MATCH

AUSTRALIANS JUST FAIL IN VICTORY BID AGAINST MINOR COUNTIES

Newcastle, Sept. 11.

The Australian cricket tourists failed by 19 runs in their chase for victory against the English Minor Counties in their two-day match which ended here today. The match was drawn.

The Minor Counties, after some whirlwind hitting this morning, when they scored 250 for six in 150 minutes, declared at lunch, leaving the Australians to score the same number to win in 170 minutes.

Cheap wickets

The Australians lost Bill Lawry with the first ball of the innings, and after Wally Grout and Neil Harvey had added 52, they lost another three wickets very cheaply. Grout went for 24, Harvey for 38, and Norman O'Neill for three, leaving them at 67 for four.

Alan Davidson (72) and Ken Mackay (71 not out) staged a recovery, but the sixth wicket stand ended a couple of minutes from time when Davidson, attempting a big hit, was stumped. This left the tourists at 140 for six, and the carefree match was drawn.

Scoreboard

FIRST INNINGS
Minor Counties 202.
Australians: 263 for five declared.

SECOND INNINGS

Minor Counties: 78.
H. G. Searle, not out, 11; J. H. Hampshire, c Harvey, b Davidson, 54; R. W. Smithson, b Davidson, 1; N. Moore, c Harvey, b Jurman, 0; J. O'Neill, c Kline, b 25; F. W. Neate, c Davidson, b 72; S. H. Young, c Grout, b 16; B. Hargreaves, 14 Extras.

Total (for 6 wks. decl.) 259.
Fall of wickets: 1-78, 2-84, 3-85, 4-111, 5-222, 6-250.

Bowling analysis

	O	M	R	W
Gaunt	3	1	12	0
Mackay	7	2	27	0
Davidson	22	10	37	2
Jarman	11	2	63	1
O'Neill	7	2	38	1
Harvey	2	0	16	0
Lawry	4	0	40	1
Burgo	1.50	0	12	1

Australians:
B. Lawry b Hilton 0
W. Grout c Young b Hilton 24
R. N. Harvey c Hampshire b 38
K. Kelly 3
N. O'Neill c and b Kelly 24
P. J. Burge c and b Kippax 71
K. Mackay not out 24
A. K. Davidson at Goodwin b Kippax 72
Extras 8

Total (for six wickets) 240.
Fall of wickets: 1-0, 2-52, 3-64, 4-67, 5-111, 6-240.

Bowling analysis

	O	M	R	W
Hilton	11	2	34	2
Young	7	0	34	0
Kelly	18	1	40	2
Ikin	10	0	54	0
Kippax	8	0	63	2

—Reuter.

Flying wheel kills two at motor race

Wausau, Sept. 11.

A wheel from a speeding stock car crashed into the grandstands during a race yesterday killing two children and injuring two more.

James Elilo, 5, the son of Mrs. Maister Elilo, a widow of nearby Schofield, was killed, and Lynn Schweigol, 5, daughter of Mr. and Mrs. Raymond Schweigol, of Wausau, died in a Wausau hospital five hours later of head injuries.—AP.

A RIPPING GAME!



RUGBY STAR INJURED

Leeds, Sept. 11. Will Rosenberg, Leeds Rugby League Club's South African wing three-quarter, will be out of the game for eight to ten weeks after fracturing his jaw in two places on Saturday.

Rosenberg received the injury while playing against Hull but was not aware of it until the pain increased during the week-end.

The injury was diagnosed at the Leeds Dental School, where Rosenberg is a student, and he then underwent a two-hour operation without anaesthetic to have his jaw wired. A brace is to be fitted as well.

Rosenberg, Leeds' record-breaking 17-goal last season, has been unlucky so far this season. For the same reason, Hull's first win since the opening of the season was a 10-0 victory over Leeds at Elland when the visitors' high flying

Ripping wind the rugby playing for the International XV at Richmond gets his shorts torn to the waist by Mike Weston's maimed tackle.

SENSATIONS
OF SPORT

THROUGH STORMS, FLOODS AND LANDSLIDE —And all to play cricket!

Although England and Australia have now played more than 180 Test matches, no encounter between the two cricketing countries has had a more extraordinary background than the first-ever Test of 1877 when James Lillywhite's all-professional touring side was defeated in the sun-baked Melbourne arena by 45 runs.

The match itself was not particularly remarkable, except that an England team has probably never bowled so erratically or fielded so clumsily. The hero was Aussie opener Charles Bannerman who, after being dropped in single figures, went on to score a match-winning 165 — the first Test century — before being forced to retire with a hand injury.

But the circumstances in which this match was played could scarcely have been more sensational. Indeed, it was a miracle that the first Test was played at all.

In jail

England went into the match without their regular wicket-keeper because, it was officially announced, stumper Edward Pooley was "absent injured." The truth of the matter was that he was "absent imprisoned."

England's baggage-man, Al Drannell, was also detained by the police in New Zealand.

The rest of the MCC touring team had arrived in Australia only 24 hours earlier — after surviving weeks of sea-sickness, extreme fatigue, storms, floods and a landslide on their perilous travels. The players counted themselves lucky to be alive.

Violent sea storms had followed them all the way to Australia; it was no rough on the ship that one member of the crew had been battered to death when the wheel suddenly spun round crazily.

River barrier

Lillywhite's men arrived pale and weakened by sea-sickness. Many of them had heavy colds, while one player, Harry Jupp of Surrey, had been dropped off at Melbourne with rheumatism. Their troubles increased during the tour of New Zealand. Freak storms turned peaceful rivers into raging torrents, and when the bridge at Greymouth, South Island, collapsed under the pressure

of rising waters, the players had to be ferried across the lagoon.

Next, they travelled by Cobb coaches from Hokitika across country to Christchurch. Hains turned the mud tracks into a quagmire. As the coaches became bogged down, the cricketers often had to get out and push.

Crazily, the coaches lurched over the muddy roads, the drivers and horses blinded by slanting rain, the players and other passengers battered and bruised as they bounced around on wooden seats. Many hours behind schedule, they reached the Otira Gorge in darkness.

Road blocked

It was midnight and the gentle stream that normally trickled over a shallow ford was swollen into a terrifying torrent of dark, swirling waters. The coachmen decided to risk the crossing.

After some anxious moments, the first coach rolled safely up the opposite bank. But the water, over three feet deep, was rising fast and the second coach stuck hopelessly in mid-stream.

The horses collapsed. As the coach became flooded, the

passengers were forced to jump waist-deep into the river.

A woman passenger was carried to the bank by Tom Armitage of Yorkshire, the other players dragged the horses to safety and then went back to leave out the flooded coach.

That night saw England's cricketers lying naked on the floor of a small puny hotel while their clothes hung out to dry before a fire.

Next morning, the MCC tourists resumed their journey only to find that a landslide had blocked the roadway. Another day and night had to be spent at the hotel before the road was clear and after some 30 more hours of uncomfortable travel, they reached Christchurch worn out and hungry.

Their match was due to start one hour later.

Gallantly, after three days with little sleep or food, eleven MCC cricketers went out to field against a side 18-strong — and finally won by 24 runs.

Their worst journeys were over and they looked forward to better times. Unhappily,



Pooley bet he could forecast everybody's score.

they even faced trouble while comfortably lodged in Christchurch. Wicket-keeper Pooley and baggage-man Bramall were involved in a hotel brawl and were later arrested on a charge of assault and malicious damage.

Pooley, the joker of the team, with full moustache and long side-whiskers, had been unable to resist the chance of playing an old cricketer trick on one Ralph Donkin whom he met while drinking in Christchurch. The trick was to bet he could forecast every individual score that the local 18 players of Canterbury would make against the MCC.

Wild boast

It seemed a wildly extravagant boast and the unsuspecting Donkin was happy to offer odds of 20-1, paying £1 to every shilling that Pooley bet on an individual forecast.

In fact, Pooley couldn't lose. He had only to forecast one score correctly out of 18 to be sure of a profit, and he promptly predicted that every

Canterbury player would make a "duck."

One "duck" was certain since the New Zealanders were not in the same class as the MCC tourists. In fact, more than half the team failed to score and Pooley claimed a pound for each.

Refused to pay

Donkin refused to pay up. It was a "catch bet," he claimed. Immediately there was a "scene of disorder." Blows were struck and property damaged "above the value of £5."

After being fined £5 each at the local sessions, Pooley and Bramall had to await trial before the Supreme Court at Christchurch on April 6, 1877. They were eventually acquitted but, in the meantime, they missed the first two Tests against Australia.

The loss of Pooley, who had once claimed 32 victims in four successive county matches, was a severe blow to England. Nevertheless, the tourists remained favourites at the start

of the first Test since Australia were without four of their star players.

The historic meeting took place at Melbourne on March 15, 1877, and lasted only three days.

England's players, weary from their travels, dropped several easy catches in the field. The bowlers sent down some full tosses which went so high that the Australian batsmen couldn't even reach them with tennis-like smashes.

Revenge

But two weeks later, on the same ground, England had their revenge when they defeated a stronger Australian team by four wickets. So the first Test series ended at 1-1.

And Ed Pooley? His hour of glory came after his trial when sympathetic New Zealanders collected £50 for his "benefit" and cheered him in a procession through the streets. He went home with a profit and three years later became manager of a South London billiards saloon.

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Two big problems face international soccer, says Sir Stanley Rous

London, Sept. 11.

A top British soccer official believes two big problems face international soccer in the next few years—racial difficulties in South Africa and the "everlasting one of accepting a universal set of laws."

Sir Stanley Rous, the 66-year-old secretary of the English Football Association, said in an interview: "The problem of getting whites and non-whites playing together in South Africa is a very thorny problem."

"The organisation catering for whites is officially recognised. The big problem is the restrictions placed on mixing of whites and non-whites by the government."

Rous said FIFA must stand for "no embargoes and no restrictions." But he agreed it was a very difficult problem. Rous went on to say that a racial problem in the West Indies was amicably settled about six years ago.

Universal laws

He also called for the laws of the game to be accepted universally with every country in the world playing "under an accepted interpretation of the rules."

Rous said that unless this was done there was a danger of masses of correspondence being necessary before every game between teams from different countries.

"We'll be back to where we started years ago," he said. "Teams will have to agree on things like wearing shin guards, whether substitutes should be allowed, whether changing of goalkeepers is legal and so on."

Step forward

Rous also thought that the development of knock-out cup competition among teams from different countries was an "excellent step forward."

He pointed out that international football was only a reflection of the domestic game in the various countries but added: "Now fans want a little

jam on their bread and butter. They want to see star foreign teams in action in addition to watching national league matches."

"I think it's an excellent thing. But I doubt if a super

Sir Stanley Rous nominated for FIFA presidentship

London, Sept. 11.

The English Football Association today confirmed that their secretary, Sir Stanley Rous, had been nominated for election as president of FIFA, soccer's world governing body.

Sir Stanley will seek election at FIFA's Extraordinary Congress in London on September 28 and 29.

If he is elected, Sir Stanley will continue as secretary of the English FA in an honorary capacity.

Said an English FA official: "The congress meets again in 1962 and a president will then be elected for a period of two years."—China Mail Special.

team comprising leading teams from various countries would be a big hit.

"I think fans want to see knock-out matches among leading teams from different countries—not a league programme."—AP.

NOT A RECORD

Los Angeles, Sept. 11. The American Athletic Union today announced that the 64.00 metres (210 ft 2½ ins) discus throw by America's Jay Silvester would not be recognised as a world record.

Silvester, a young Army lieutenant, who already holds the world record with 63.72 metres made the terrific throw last Saturday during a meeting at the Los Angeles University Stadium.

After examining the stadium's ground a Union inspector said the slope of the ground between the throwing area and the point of fall of the discus was outside the limits for an official record.

The point of fall was 78.5 centimetres lower than the throwing area whereas for a throw of 64.00 metres only a maximum of six centimetres is allowed for a record throw.—AP.

Dave Hill wins Denver Open

Denver, Sept. 11. Favourite Dave Hill coasted in with a 69 in the final round yesterday to capture the \$3,500 first prize money in the 72-hole Denver Open Golf Tournament with a 21-under-par total of 233.

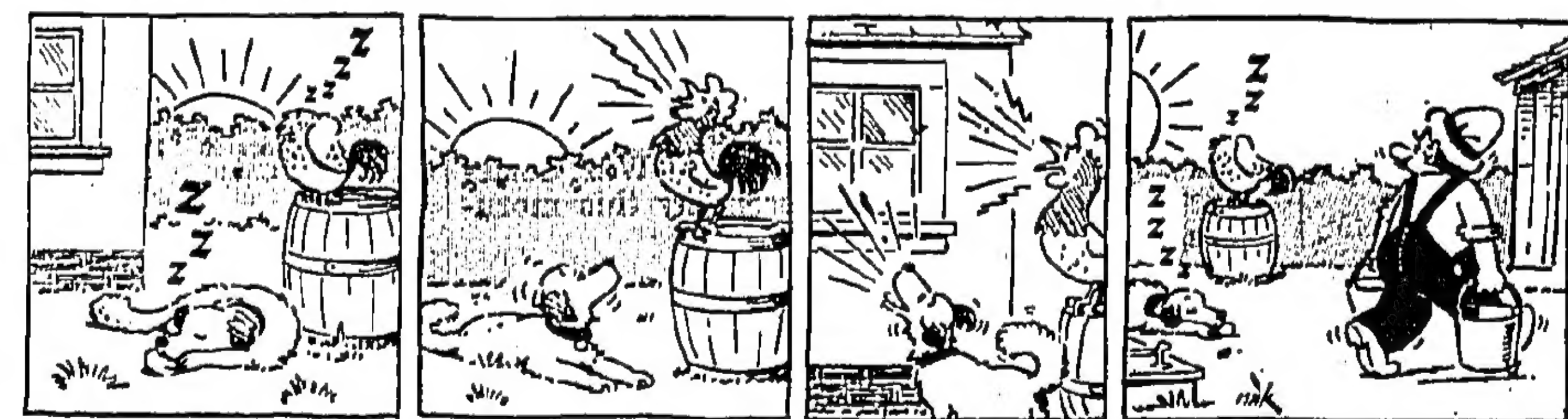
Arl Wall Jr who had the tournament's best round of 61, carded a 67 today and Bob Goody took a 68 to share second and third place money with 269. Each collected \$2,050.—AP.

Sports Diary

TODAY
ARCHERY
International Tourist Short, NAF 1st Test Archery Club, Alhambra Round, starts at 5.30 pm.
TENNIS
Colony Ladies Hard Court championships at 1.00 pm.
BOWLING
Stanley Shield competitions at Hongkong Bowling Club, 4 pm.
Mixed Pairs Match at Hecchi, 8.00 pm.
Mixed Pairs Match at Hecchi, 8.00 pm.
Mixed Pairs Match at Hecchi, 8.00 pm.



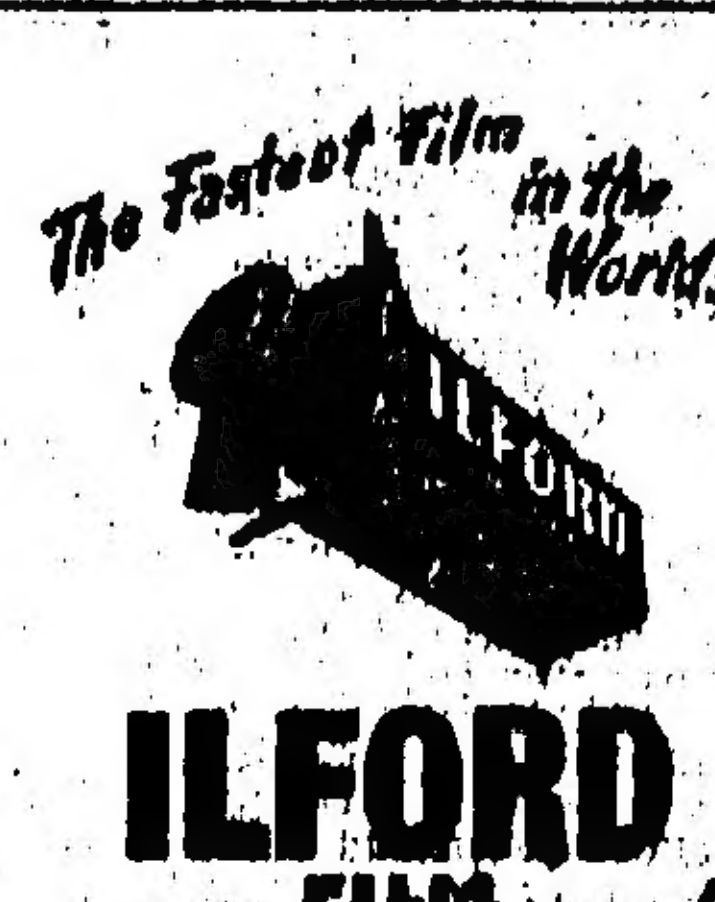
FERD'NAND



THE FLUTTERS

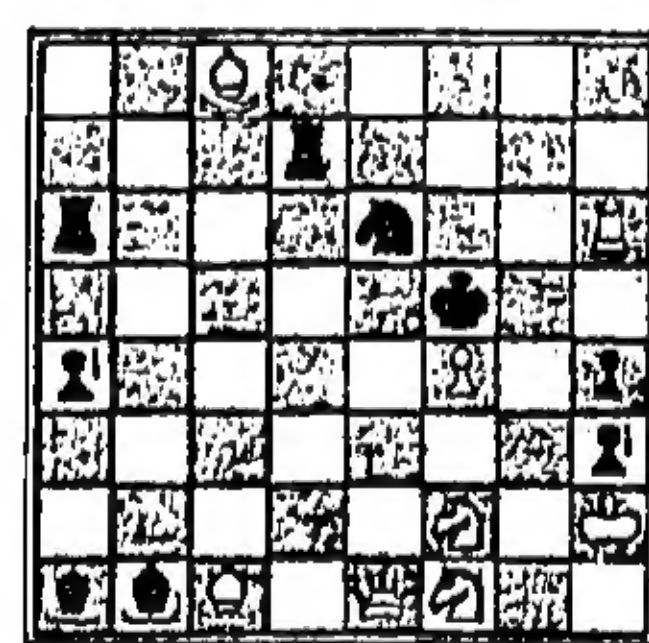


BRICK BRADFORD



CHESS

By LEONARD BARDEN



RUGBY RESULTS

London, Sept. 11. Results of Rugby matches played tonight were:
RUGBY UNION
Aberystwyth 13, Ballymore 18.
Llanelli 14, Irish Wolfhounds 23.
Merchistonians 24, Old Cranleighians 0.
Penzance and Newton 3, London Scottish 11.
Plymouth 0, Captain Crawshaw's XV 25.
Redruth 3, Penarth 9.
Watsonians 3, Waterloo 11.
RUGBY LEAGUE
County Championships
Cumberland 23, Yorkshire 8.
—Reuter.

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3 ACCIDENTS OCCUR WITHIN 4 HOURS; MAN BADLY INJURED

One man was injured in three accidents that occurred on Hongkong Island within four hours early this morning.

Party for German scholars

The most serious accident occurred on the tram tracks in King's-road, outside No. 925, when a bicyclist collided with a west-bound tram and suffered a fractured skull and suffered a fractured skull and suffered a fractured skull.

The injured man is 33-year-old Lin Wing-lam, living at No. 880 King's-road, ground floor. Lin was on a bicycle delivery round at the time. The collision threw him on the ground.

He was sent to Queen Mary Hospital and was still unconscious up to the time of going to press. His condition was "critical," a doctor said.

Another tram-line accident occurred at 8 am when an east-bound No. 10 bus collided with an east-bound tram outside the Victoria Park.

Nobody was injured, though the tram and bus were both slightly damaged.

The earliest accident occurred at 4 am in Stubbs-road when a private car ran into an iron fence outside the Rosary School. No one was injured; the car was damaged.

Six German scholars, two of whom have yet to arrive in Hongkong, are expected to attend the party.

Other guests will be members of the local German community, faculty members of the University and senior members of the Education Department.

The German scholars are Dr. H. D. Henrich of the University of Göttingen; Prof. Dr. C. Schaefer of the Technical University of Braunschweig; Prof. Hans-Joachim Martini, Vice-President of the Institute of Land Survey, Hannover, and Dr. B. Grossmann, Director, German Cultural Institute, Tokyo.

Prof. Dr. Emil Klinkmüller of the Free University of Berlin and Dr. Ing. H. Henrich, a noted architect from Düsseldorf, are expected to arrive in the Colony either today or tomorrow.

Office boy stole two cheques

An office boy this morning pleaded guilty before Mr. J. T. Williams at Central Magistracy to a charge of stealing two cheques, and forging and uttering one of them.

The 24-year-old defendant, Choi Poon-lap, of 11A Ming Yuen-street West, third floor, North Point, was remanded until next Tuesday pending a probation officer's report.

Detective Inspector G. Whiteley told the court that Choi had been employed by Muller and Phillips (China) Ltd. as an office boy for the last four years at a salary of \$150 a month.

BOOK IN DRAWER

Insp Whiteley said that Mr. Ng Kwan-man, sales manager of the company, had on occasions used Choi to pay his personal bills by cheque. Mr. Ng kept his cheques in a locked drawer in the office. Insp Whiteley added.

On Sunday, when the office was empty, Choi took a key to the office and used it to open the drawer. Choi then stole two cheques and forged Ng's name for a sum of \$4,000.

Hongkong House prepares booklet for new arrivals

Hongkong House, the London residential club and social centre for Hongkong students in the United Kingdom, has prepared a booklet for new arrivals from Hongkong.

The booklet contains information designed to help acquaint new arrivals with the physical arrangements of Hongkong House, the amenities which are provided there and its location in relation to other parts of London.

The report of the Warden, Mr. B. J. Monks, just received in Hongkong, adds that August was a busy and exciting month for the accommodating action due to "much coming and going."

Twenty-seven arrivals from Hongkong took up residence "in the month. In the same period, four students left Hongkong House to return to the Colony after completing their courses of study in the United Kingdom.

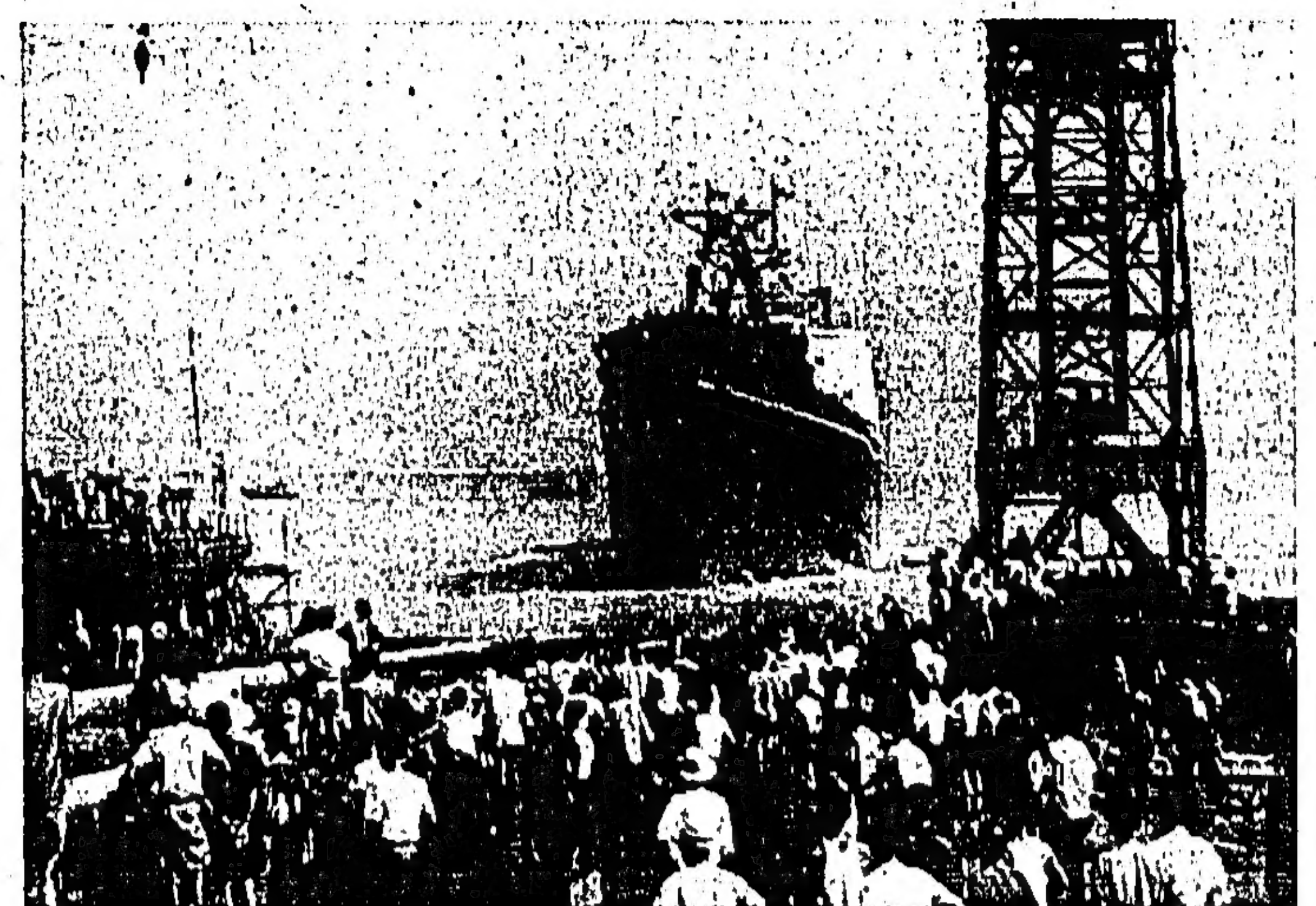
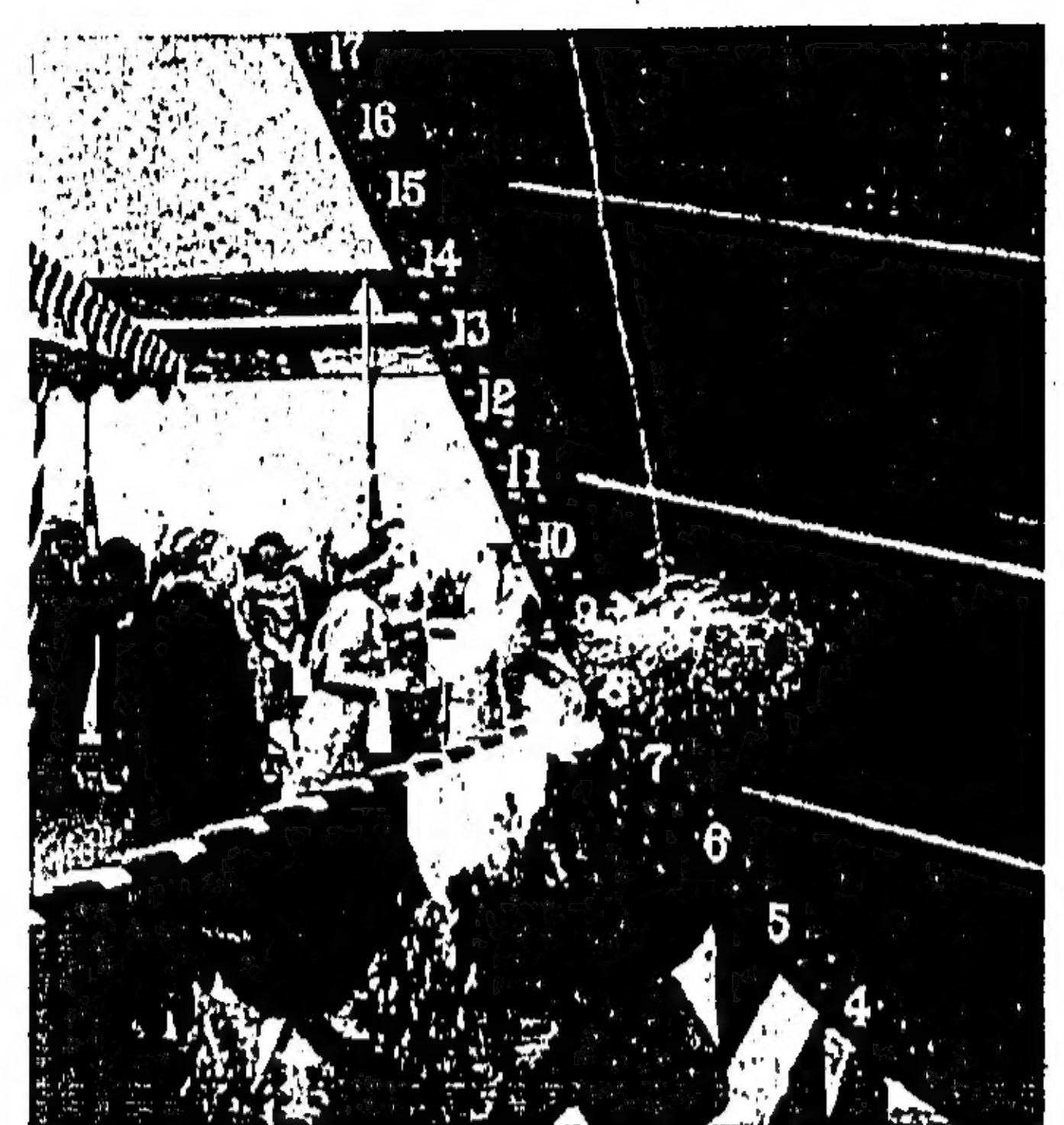
Civil case to start tomorrow

The civil case in which four barristers from England will appear together with a number of local counsel and which was to start this morning will commence before Mr Justice R. H. Mills-Owens in the Supreme Court tomorrow.

The four counsel are D. N. Pritt, QC, Mr. William-Bagnall, QC, Mr. Reginald Goff, QC, and Mr. Claude Allen.

The plaintiffs are the Colonial Trustees (Gibraltar) Ltd and there are ten defendants.

SPLASH—AND THE CARGO VESSEL KWEILIN IS LAUNCHED



With the traditional splash, Mrs J. K. Swire (picture at left) launches the Taikoo Dockyard-built, 6,500 deadweight-ton cargo vessel Kweilin. The vessel was built for the China Navigation Co., Ltd. and the ceremony took place this morning at the Taikoo Dockyard. Mr R. B. Bell, manager of the Dockyard, is shown with Mrs Swire (left). In other picture, the Kweilin moves off the slipway.—Staff photographer.

dear sir

Wow!

Your correspondent Mr. N. T. Chow's opinion that "science, like philosophy, is but a systematisation of speculations, etc." is a myth, not true. Science deals with facts that are subject to experiment and verification. Science is concerned not merely with individual "evidences," physical or human, natural or cultural, but with the meanings of the evidences which can be classified into classes, types and species. An illustration will make this distinction clear.

Sometimes in October, 1838, Charles Darwin happened to pick up and read Malthus' book on Population. The facts of "the struggle for existence" so strikingly presented in that now celebrated volume, suggested an explanation of a problem which had long interested and puzzled him, namely the origin of species. This gave him a hint with revealing meanings for the whole of materials he had just collected as the Naturalist of HMS Beagle in her exploring voyage round the world, from the beginning of 1832 to nearly the end of 1836. The result was his monumental work of The Origin of Species (1859). It is from facts of this kind, collected, compared, and classified, irrespective of time and place, that the more general and tentative conclusions are drawn, upon which Darwin based his theory of the "descent of man." Modern behavioral scientists have been making similar studies about the mechanisms of human nature and human behaviour.

Your opinion about "ideals" as "necessarily transcendent human experience" is also a myth. As early as 1881, William G. Sumner, a sociologist, who was much disgusted at this myth, made a broad, disinterested and empirical study of peoples and their behaviour all over the world. The result was The Folkways which published in 1900 which settled the nonsense of this myth. He especially coined a new concept, Ethnocentrism, to describe how prejudiced persons got this myth. While Sumner studied the objective aspect of this problem, W. I. Thomas, a social psychologist, explored its subjective aspect. His five volumes of The Polish Peasant demonstrate time and again how ideals are but social attitudes, a type of human behaviour, no matter how you express them as: "the freedom of expression," "the ideal of the world as a family," "imagined realities," etc. Thomas traces the origins and changes of ideals to tensional conditions for which ideals are but definitions of the situations, very much like Freudian wish-fulfillments, only that Thomas classifies them into four types. Every social attitude has a natural history (not only just history). Never a mysterious entity, coming as it from nowhere and going to nowhere, as imagined by Mr. Chow. Dr. Thurstone, another social psychologist, carried the study further by devising new methods to measure these social attitudes, with reference to an issue. Space does not allow me to go on and on to

Morning ceremony TAIKOO-BUILT CARGO VESSEL LAUNCHED

The new cargo vessel Kweilin, of 6,500 deadweight tons, and built for the China Navigation Co., Ltd., was launched at the Taikoo Dockyard this morning.

Mrs J. K. Swire, wife of Chairman of John Swire and Sons Ltd., London, of which the Dockyard is an associated company, performed the launching ceremony.

Fire protected

The Kweilin is the fourth and last to be launched of the new series "K" class vessels which have been built to the order of the shipping company by the Taikoo Dockyard. The previous ships are the Kwangtung, Kweilow and the Kwangtung.

Designed for a 14½ knot service speed, the vessel is propelled by a 670LBD4, twin screw, Taikoo-Dockford reversible oil engine. Tests of the engine began yesterday in the dockyard's engine shop.

The Kweilin will have a bale capacity of 308,000 cu. ft. and facilities to carry refrigerated cargo, bulk latex and vegetable oil.

The cargo handling equipment consists of 15 derricks with capacity ranging from four to 30 tons. The cargo holds are protected from fire by a Walter Kidde carbon dioxide gas smothering and smoke detection installation, and the weather deck hatches are fitted with MacGregor single pull watertight steel covers.

The vessel is expected to be completed by the end of this year. She will be commissioned on the new West Australia joint service operated by the Blue Funnel Line and the China Navigation Company.

Battle of Britain days recalled in solemn rites

Memories of dog-fights over the English Channel during the desperate Battle of Britain days of 1940 were revived at Sai Wan Cemetery in a solemn sunlit ceremony this morning.

Wreaths were laid in memory of those who fought and died in the battle by Wing Commander A. P. Morgan, Lieut. Colonel Leith-McGregor, Squadron Leader G. J. Bell and Mr. D. S. Hill. They represented the RAF, the Commander British Forces, the Hongkong Auxiliary Air Force and the RAF Association.

Prayers were offered by the RAF chaplain for the Colony, Wing Commander H. Storr, and a guard of honour was provided by the Little Sai Wan RAF detachment.

Trumpeters from the Royal Northumberland Fusiliers sounded the bugle calls of Last Post and Reveille.

Wash-day snatch

Thieves raided an electrical appliances shop in London, Essex, the other night and took a washing machine.



Wing Commander A.P. Morgan lays a wreath at the Sai Wan War Cemetery in memory of those who gave their lives in the Battle of Britain. — Staff photographer.

From the Files
25 years AGO

September 1936

"A BIGAIL" writes:

Homework is a burning question with most parents in Hongkong. With the recent opening of the new Central British School, the discontent and arguments have become intensified.

For kiddies residing on the Island, it is almost a tragedy. To reach the school in Kowloon they must be up at the crack of dawn and, during the coming winter months, will not return until darkness. To ask children to turn to them and do homework which will take them several hours is inviting trouble in later years. The strain is far too great, especially on Hongkong children who have to work so hard in the warm weather.

It appears that each year teachers are setting more and more homework in the hopes of pumping in more knowledge in a shorter time and pushing children into higher classes. That is not education. It is cramming and therefore stupid.

Twenty-five years ago the amount of knowledge necessary to pass matriculation was almost negligible compared with the amount needed to pass it today. Yet can it be contended that this extra accumulation of scholastic facts (supposedly gathered during dreary hours of homework) will give the boy of today any advantage in later life compared with his predecessor of twenty-five years ago? Admittedly, the children get a long holiday in summer. Personally, I think it is far too long. By the time they start into the new term in September they have gone stale on their lessons.

Mr. Bellinger, Socialist, when commenting early this year on the abolition of homework, said that the following answer was given to him on this question by his son:—

"Homework is a perfectly iniquitous system. I should hope that you, father, and other honourable members of the House of Commons instead of considering slavery in Abyssinia, would apply your minds to the slavery which undoubtedly exists in the home."

Govt officers assess crops

Officers of the Agriculture and Forestry Department carried out assessments for crop compensation at Castle Peak, Pat Heung, Ha Tsuen, Sheung Shui, South Sai Kung, East Lantau and West Lantau during the second quarter.

These assessments involved 214 cultivators in 17 villages, 66½ "Dau Chung" of annual crops, 3,936 fruit trees and 595 bamboo trees, states the Director of Agriculture and Forestry, Mr. P. C. Chambers.

In the urban area, assessment for cultivation clearance was made at 16 locations with a total value of \$99,371. The land involved totalled 8.47 acres.

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